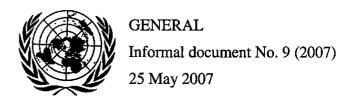
## TIR EXECUTIVE BOARD (TIREXB) COMMISSION DE CONTROLE TIR (ТІREXB) ИСПОЛНИТЕЛЬНЫЙ СОВЕТ МДП (ИСМДП)



### **ENGLISH ONLY**

### 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)

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## TIR Approval Report for individual approval of:

Standard sheeted vehicles - including sheeted vehicles with rear doors.

		This report does not cover vehicles with stiding sheets!
Vehicle registr	ation n	ımber:
Chassis numb	er:	
Construction:	1: <u>The c</u>	constituent parts of the load compartment assembled by:
		Bolts inserted from outside, the nut on the inside welded to the bolt
(TIR Convention, Annex 2, Article 2, Paragraph 1 (a))		Rivets inserted from outside, secured on the inside
		Welding
(TIR Convention, Annex 2, Article 2,		Compartment floor secured by self-tapping screws, nails or rivets - inserted from the inside
Paragraph 1 (a) - sketches 1-4.)		Compartment floor secured by other means, e.g. double-flooring
Side-boards:	2: Locki	ng mechanisms secure:
<del></del>		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.
(TIR Convention, Annex 2, Article 2,	3: <u>Hinge</u>	es and hinge-pins secure:
Paragraph 1 (a-b), Explanatory note 2.2.1 (b))		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:	4: <u>Door</u>	closing system secure:
(complete only if the vehicle is equipped with rear doors)		Cam engaging devices, bearings and saddles for locking rods secure.
(TIR Convention, Annex 2, Article 2,		Manoeuvrering handle and locking rod securing point: RIVETED / WELDED
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 handling from both sides of the constituent parts.
	5: <u>Hinge</u>	s and hinge-pins secure:
IMPORTANT A vehicle equipped		Bearings or hinge-pins mounted on the chassis by welding or by bolts secured by welding
with rear doors ALWAYS requires one or two Customs seals to secure the doors - in addition to the seal for the TIR- wire		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 registr	ation nu	mber:	
Chassis numb	er:		
Sheet:	6: The s	sheet is ma	de of (material):
		Plastic-cove	red or rubberized cloth - sufficient in strength and unstretchable
	7: <u>The s</u>	Pieces sewr	de up of several pieces:  I together with two seams - ALL seams must be machine-sewn.  ed together - leaving a clearly-defined uniform relief pattern. Pieces cannot be separated and rejoined ing obvious traces.
	8: <u>Cond</u>	lition of the The sheet is impossible to	sheet:  in good condition and made up in such a way that once the closing device has been secured, it is pain access to the load compartment without leaving obvious traces.
	The shee		repaired.
(TIR Convention, Annex 2, Article 3,		Repairs mad	le in accordance with methods described.
Paragraphs 1-11. Sketches no. 1-4 and explanatory notes).		Eyelets at th	e edge of the sheet are reinforced. Reinforcement made of suitable material and intact.
	9: <u>Supp</u>	ort and over	supported by an adequate superstructure (uprights, sides, arches, slats etc.).
		The sheet or	verlaps the solid parts of the vehicle by at least 25 cm.
		The sheet is horizontal sli	equipped with outside horizontal tension device(s). The device(s) considered to be secure - no ts!
	10: <u>Open</u>		ding and unloading. es has an adequate overlap and an additional flap - "triple layer system".
		Rings and re	ninforcement for eyelets are made of metal.
·		Spaces betw TIR ring.	reen eyelets (and TIR rings) does not exceed 20 cm, and each individual eyelet directly corresponds a

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Vehicle registr	ation nu	nber:					
Chassis numb	Chassis number:						
Sheet fastening:	11: <u>Thon</u>	QS:  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!					
(TIR Convention, Annex 2, Article 3, Paragraphs 6-11). Explanatory note 2.3.11 (a)-2.		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: <u>Meta</u>	rings (TIR rings):					
(TIR Convention,		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 <b>no access</b> for removal or replacement when the sheet is fastened and secured!					
Annex 2, Article 3, Paragraphs 6-10). See also explanatory notes.		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.					
	<b>13:</b> <u>Faste</u>	ning rope (TIR wire):					
(TIR Convention, Annex 2, Article 3, Paragraphs 6-10). See		Steel wire rope, at least 3 mm in diameter - a sheath of transparent and unstretchable plastic is allowed.					
also explanatory notes and sketches.		Rope of hemp or sisal, at least 8 mm in diameter - MUST be encased in a transparent sheath of unstretchable plastic.					
IMPORTANT		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).					
Nylon ropes - with or without plastic sheathing - are NOT permitted!		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:					

Standard sl	eeted vehicles - incl	uding sheeted vehicl	es with rear doors.	D			
Vehicle registra	tion number:						
Chassis numbe	r:						
Sealing:	Required number of C	ustoms seals and protection	<u>n:</u>				
	The vehicle require	es: seal(s) for Custor  E the number of seals required	ms secure sealing.				
(TIR Convention, Annex 2, Article 2,							
Paragraph 1 (b) - Explanatory note: 2.2.1 (b) (f)).	the vehicle, the nu	IMPORTANT In cases where more than ONE Customs seal is required for Customs secure sealing of the vehicle, the number of such seals <i>must</i> be indicated in the Certificate of Approval under point 5.  A sketch or photographs <i>must</i> be attached to the Certificate of Approval, showing the exact location of the Customs seals.					
	The Customs seal(s	s) is adequately protected.					
(TIR Convention, Article 16 - and Annex 5).	The vehicle is affixed	d with a TIR plate as described in	Article 16 and Annex 5 of the Convention.				
DECISION:	The vehicle technical cond down in Anne Conve	tuffils the ditions as laid x 2 of the TIR	The vehicle does NOT fulfil the technical conditions as laid down in Annex 2 of the TIR Convention	\$			
	(a) No goods can i introduced into vehicle without	c, Article 1: the removed from or the sealed part of the tleaving obvious ering or without ustoms seal	The vehicle is not compliant re. following issues:	the			
	(b) Customs seals effectively affix	• •		_			
	` '	ntains no concealed bods may be hidden					
		able of holding goods essible for Customs		_			
	Place and date:						
	Signed:						
	Signed:						

Annex 1.

TIR Approval Report.
Inspection of Hydraulic ramp for on- and offloading.

Vehicle registr	ation n	umber:
Chassis numb	er:	
Construction:	1: <u>The</u>	constituent parts secure - ramp, top-hinged plate and moveable parts secure:
		The entire opening for on- or offloading is covered by the hydraulic ramp.
(TIR Convention, Annex 2, Article 2, Paragraph 1 (a-b))		The opening for on- or offloading is <b>partially covered by the ramp</b> (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.
Closure:	4	ramp and the upper plate provide efficient closure - leaving no access to the load partment:
(TIR Convention, Annex 2, Article 2, Paragraph 1 (a-b) -		When sealed by Customs, the ramp cannot be manoeuvered (lowered).
Explanatory notes 2.2.1 (b)).		The ramp overlaps the top-hinged plate effectively.
Hinges:	3: Hinge	es connecting the hydraulic system and the ramp secure:
		The ramp cannot be disconneted 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		es for the upper plate:
(a-b)).		Bearings or hinge-pins mounted on the chassis by welding or by bolts secured by welding
<del></del>		Hinge pins secured by welding.
<u>Customs</u>	<b>5:</b> <u>Custo</u>	oms sealing device secure:
sealing device:		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)).		The Customs seal is adequately protected.
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TIR Approval Report for individual approval of:

Tankers for transportation of Liquids.

Vehicle registr	ation nun	per:					
Chassis numb	er:						
Construction:		1: The load compartment (tank section) mounted in such a way that it cannot be removed from the chassis without leaving obvious traces:					
	□ T4	Tank section mounted by bolts and the nut welded to the bolt					
(TIR Convention, Annex 2, Article 2, Paragraph 1 (a) - Explanatory notes	s	id rivets - heavy duty					
2.2.1 (a - d))		lding					
Man hole	2: <u>Man hol</u>	covers secure:					
covers:	□ B	arings and saddles for locking system secure. RIVETED / WELDED					
(TIR Convention, Annex 2, Article 2, Paragraph 1 (a-b),	<del>   </del> R	ndle and operational system for tensioning of the cross-bar or locking system secure:   ETED / WELDED					
Explanatory note 2.2.1 (a-b) - see also fig. 1-4 and Annex 6, sketch no. 1-1a).		ges and hinge pin secure: RIVETED / WELDED					
		stoms sealing device secured by welding or by solid rivets - "pop-rivets" or "blind rivets" are NOT allowed:					
EXPOSED	3: Expose	pipelines and flanges secure:					
pipelines:	Pi	eline secure - all parts (fittings) assembled by welded.					
(TIR Convention,	В	ts for mounting and assembly of pipeline and flanges secure. RIVETED / WELDED					
Annex 2, Article 2, Paragraph 1 (a-b), Explanatory note 2.2.1 (a-d)).		d covers and stopcocks secure.					
Control	1: Control						
compartment:		ompartment secure: ucture and components of sufficient strength - sides, floor and roof					
(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).		ntrol compartment mounted to the vehicle in such way that it cannot be removed without leaving obvious traces.					
		ges and hinge pins for the door (or cover) secure - "pop-rivets" or "blind rivets" are NOT allowed.					
	C cc	stoms sealing device secured by welding or by a joining device requiring handling from both sides of the stituent parts.					
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Vehicle registr	ation nu	umber:
Chassis numb	er:	
Discharge pipe and stopcocks	5: Disch	narge 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
(TIR Convention, Annex 2, Article 2, Paragraphs 1 (a-b), Explanatory note 2.2.1(a-d)).		End covers and stopcocks secure.
2.2. ((a-a)).		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.
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		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.

Tankers	for transportat	ion of Liquids.	C		
Vehicle registra	tion number:				
Chassis numbe	r:				
Sealing:	Required num	ber of Customs seals and prote	ction:		
		ele requires: seal(s) for C	ustoms secure sealing.		
(TIR Convention,					
Annex 2, Article 2, Paragraph 1 (b) - Explanatory note: 2.2.1 (b) (f)).	vehicle, the	IMPORTANT  asses where more than ONE Customs seal is required for Customs secure sealing of the nicle, the number of such seals <i>must</i> be indicated in the Certificate of Approval under point 5.  sketch or photographs <i>must</i> be attached to the Certificate of Approval, showing the exact location of the Customs seals.			
	The Custo	oms seal(s) is adequately protected.			
(TIR Convention, Article 16 - and Annex 5).	The vehic	le is affixed with a TIR plate as describ	ed in Article 16 and Annex 5 of the Convention.		
<u>DECISION:</u>	The technic	evehicle fulfils the cal conditions as laid 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		
	(a) No good introduc vehicle traces o	Annex 2, Article 1:  ds can be removed from or  ced into, the sealed part of th  without leaving obvious  of tampering or without  g the Customs seal;	The vehicle is not compliant re. the following issues:		
	' '	s seals can be simply and ely affixed			
	1.7	iicle contain no concealed where goods may be hidden			
	\	es capable of holding goods fily accessible for Customs ion			
	Place a	nd date:			
	Signed:				
	Signed:				

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

Vehicle registr	ation nu	umber:		
Chassis numb	er:			
Construction:	1: The constituent parts of the load compartment assembled by:			
		Bolts inserte	ed from outside, the nut on the inside welded to the bolt	
(TIR Convention,		Rivets inser	ted from outside, secured on the inside	
Annex 2, Article 2, Paragraph 1 (a))		Welding		
		Sections ma	ade of fibre glass or plastic materiat - joined by welding	
(TIR Convention, Annex 2, Article 2,		Compartme	nt floor secured by self-tapping screws, nails or rivets - inserted from the inside	
Paragraph 1 (a) - sketches 1-4.)		Compartme	nt floor secured by other means, e.g. insulated double-flooring	
Side doors:	2: <u>Door</u>	closing sy	stem secure - individual doors:	
		Cam engag	ing devices, bearings and saddles for locking rods secure.	
(TIR Convention, Annex 2, Article 2, Paragraph 1 (a-b),		Manoeuvre	ring handle and locking rod securing point: RIVETED / WELDED	
Explanatory note 2.2.1 (a-b) - see also fig. 1-4 and Annex 6, sketch no. 1-1a).			aling device (and the pivoting section) secured by welding or by a joining device requiring handling from f the constituent parts.	
	3: <u>Door</u>	closing sy	stem secure - multiple doors (e.g. "concertina-system");	
		Upper and I	ower rail system secure - welded or riveted to the chassis.	
Rear doors:	4: <u>Door</u>	closing sy	stem secure:	
:		Cam engag	ing devices, bearings and saddles for locking rods secure.	
(TIR Convention, Annex 2, Article 2, Paragraph 1 (a-b), Explanatory note 2.2.1		Manoeuvre	ing handle and locking rod securing point: RIVETED / WELDED	
(a-b) - see also fig. 1-4 and Annex 6, sketch no. 1-1a).			aling device (and the pivoting section) secured by welding or by a joining device requiring handling from if the constituent parts.	
	5: <u>Hing</u> e	es and hing	ge-pins secure:	
IMPORTANT		Bearings or	hinge-pins mounted on the chassis by welding or by bolts secured by welding	
A vehicle equipped with rear doors might require two Customs seals to secure the doors - one seal for each door.			inted on the rear doors secure, i.e. bolts welded, no access to the bolts or secured by a bolt inserted rough the door	
		Self-securin	g hinges, e.g. hinges with "shoulders"	
1				

Vehicle registr	ation ทเ	ımber:	
Chassis numb	er:		
Openings:	6: Ventilation openings:		
			nensions does not exceed 40 cm.
			ouble" protected by wire gauze or perforated metal screens - maximum dimensions of holes: 3 mm in - and this protected by welded metal lattice work - maximum dimensions of holes: 10 mm.
			otected by a single perforated metal screen of sufficient strength - maximum dimensions of holes: 3 less 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: <u>Drain</u>	age apertu	<u>ires:</u>
		Dimension of	does not exceed 35 mm.
		Secured by	a U-bend pipeline.
		Secured by	perforated metal screen - maximum dimension of holes: 3 mm.
(TIR Convention, Annex 2, Article 2, Paragraphs 1-4. Sketches no. 1-2 and explanatory note		Secured by	a reliable "baffle" system - the system readily accesible for inspection inside the load compartment.
2.2.1(c)-1and 2).	8: <u>Oper</u>	ings for te	chnical purposes:
			made in the floor for technical purposes, such as lubrication and maintenance, shall be allowed e 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.
			or technical pusposes protected with a cover preventing access to the load compartment from the ecover cannot be removed or replaced from the outside.
	9: Cooli	ng unit - E	ngine - Compressor - Controls and Air-circulation system:
		single co	ne, compressor and air-circulation system on refrigerated vehicles is normally integrated into a pling unit. The unit is mounted to the load compartment at the front top of the vehicle. However 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 traces.	unit is secured in such a way that it cannot be removed from the outside without leaving obvious
		Controls for	temperature setting and thermometer recorder secured - no access to the load compartment.

Vehicles	with solid side	es - including refrigerated	l vehicles.	,	
Vehicle registra	tion number:			_	
Chassis numbe	r:				
Sealing:	Required numl	ber of Customs seals and protect	tion:		
		cle requires: seal(s) for Cus	stoms secure sealing.		
(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 <i>must</i> be indicated in the Certificate of Approval under point 5.  A sketch or photographs <i>must</i> be attached to the Certificate of Approval, showing the exact location of the Customs seals.				
	The Custo	oms seal(s) is adequately protected.			
(TIR Convention, Article 16 - and Annex 5).	The vehicl	le is affixed with a TIR plate as described	I in Article 16 and Annex 5 of the Convention.		
DECISION:	The technic	vehicle fulfils the cal conditions as laid in Annex 2 of the TIR	The vehicle does NOT fulfil the technical conditions as laid down in Annex 2 of the TIR Convention		
	(a) No good introduc vehicle traces o	Annex 2, Article 1: ds can be removed from or ced into, the sealed part of the without leaving obvious of tampering or without g the Customs seal;	The vehicle is not compliant re. the following issues:		
	effective	ns seals can be simply and ely affixed			
	space w	vhere goods may be hidden			
	, ,	ces capable of holding goods dily accessible for Customs ion			
	Place a	nd date:			
	Signed:				
	Signed:				

# TIR Approval Report for individual approval of: Vans.

Vehicle registr	ation กเ	ımber:					
Chassis numb	er:						
Construction:	1: <u>The c</u>		parts of the load compartment assembled by:  d from outside, the nut on the inside welded to the bolt				
(TIR Convention, Annex 2, Article 2,		Rivets insert	ted from outside, secured on the inside				
Paragraph 1 (a))		Welding					
		Sections ma	de of fibre glass or plastic material - joined by welding				
(TIR Convention, Annex 2, Article 2, Paragraph 1 (a))		Compartmen	nt floor secured by other means, e.g. it is an integrated part of the body.				
Side doors:	2: <u>Door</u>	closing sys	tem secure - individual doors:				
(TIR Convention, Annex 2, Article 2, Paragraph 1 (a-b), Explanatory note 2.2.1 (a-b)).		Customs sea constituent p	aling device secured by welding or by a joining device requiring handling from both sides of the arts.				
Rear doors:	3: Door	closing sys	tem secure:				
(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 sea constituent p	aling device secured by welding or by a joining device requiring handling from both sides of the arts.				
IMPORTANT	4: Hinge	es and hing	e-pins secure:				
A vehicle equipped with rear doors might require two Customs seals to secure the doors one seal for each door.		Bearings or	ninge-pins mounted on the chassis by welding or by bolts secured by welding				
			nted on the rear doors secure, i.e. bolts welded, no access to the bolts or secured by a bolt inserted bugh the door				

Vehicle registr	ation nu	ımber:					
Chassis numb	er:						
Openings:	5: <u>Venti</u>		ion openings:				
			uble" protected by wire gauze or perforated metal screens - maximum dimensions of holes: 3 mm in and this protected by welded metal lattice work - maximum dimensions of holes: 10 mm.				
			tected by a single perforated metal screen of sufficient strength - maximum dimensions of holes: 3 ss of the screen; at least 1 mm.				
			e or security system preventing access to the interior of the load compartment must be such at it cannot be removed and replaced from the outside without leaving obvious traces				
	6: <u>Wind</u>	ows:					
		Windows car	nnot be removed or replaced from the outside without leaving obvious traces.				
(TIR Convention, Annex 2, Article 2, Paragraphs 1-4. Sketches no. 1-2 and explanatory note 2.2.1(c)-1 to 4).			glass is commonly mounted by the use of a rubber sealing profile and windows mounted in any 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 mar	rked as safety glass.				
		Secured by p	perforated metal screen / metal grille - mesh of the grille does not exceed: 10 mm.				
	<b>7</b> : <u>Oper</u>	ings for tec	chnical purposes:				
		allowed onl	gs made in the floor for technical purposes, such as lubrication and maintenance, shall be ly on the condition that they are fitted with a cover preventing access to the load compartment om the outside. For vehicles equipped with such openings inspect the cover carefully.				
			r technical pusposes protected with a cover preventing access to the load compartment from the cover cannot be removed or replaced from the outside.				

Vans.

# TIR Approval Report for individual approval of: Vehicles with Side-boards and SLIDING SHEETS.

Vehicle registra	ation nu	mber:
Chassis numb	er:	
Construction:	1: <u>The c</u>	onstituent parts of the load compartment assembled by:  Bolts inserted from outside, the nut on the inside welded to the bolt
(TIR Convention, Annex 2, Article 2,		Rivets inserted from outside, secured on the inside
Paragraph 1 (a))		Welding
(TIR Convention,		Compartment floor secured by self-tapping screws, nails or rivets - inserted from the inside
Annex 2, Article 2, Paragraph 1 (a) - sketches 1-4.)		Compartment floor secured by other means, e.g. double-flooring
Side-boards:	2: <u>Locki</u>	g mechanisms secure:
		Locking mechanisms for side-boards cannot be operated and opened, e.g. handles covered by the sheet.
(TIR Convention, Annex 2, Article 2,	3: <u>Hinge</u>	s and hinge-pins secure:
Paragraph 1 (a-b), Explanatory note 2.2.1 (b))		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: <u>Door</u>	losing system secure:
		Cam engaging devices, bearings and saddles for locking rods secure.
(TIR Convention, Annex 2, Article 2, Paragraph 1 (a-b),		Manoeuvrering handle and locking rod securing point: RIVETED / WELDED
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 handling from both sides of the constituent parts.
	5: <u>Hinge</u>	s 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 registr	ation nu	mber:	
Chassis numb	er:		
Sheet:	6: <u>The</u>	sheet is ma	ade of (material):
		Strong canv	/as
		Plastic-cove	ered or rubberized cloth - sufficient in strength and unstretchable
	7: <u>The</u> :	sheet is ma	ade up of several pieces:
		Pieces sew	n together with two seams - ALL seams must be machine-sewn.
			ded together - leaving a clearly-defined uniform relief pattern. Pieces cannot be separated and thout leaving obvious traces.
		· -	<del></del>
(TIR Convention,	8: <u>Conc</u>	dition of the	sheet:
Annex 2, Article 3, Paragraphs 1-11. Sketches no. 1-4 and			s in good condition and made up in such a way that once the closing device has been secured, it is to gain access to the load compartment without leaving obvious traces.
explanatory notes).		The sheet is	s repaired.
		Repairs ma	de in accordance with methods described.
		Eyelets at t	he edge of the sheet are reinforced. Reinforcement made of suitable material and intact.
	<b>9:</b> <u>Supp</u>	oort and ove	erlap:
		The sheet is	s supported by an adequate superstructure (uprights, sides, arches, slats etc.).
		The sheet o	overlaps the side-boards and the upper front of the vehicle by at least 25 cm.
Roof:	<b>10:</b> "Ope	enina roof" -	- (Sliding roof):
		_	oper cross-bar for the roof secured and kept locked by the locking rod and cam engaging devices
			echanisms for the sliding roof system located INSIDE the load compartment - there must be no acces nanisms from the outside.

Vehicles	s with Sid	de-board	ds and SLIDING SHEETS.	<b>C</b>	
Vehicle registr	/ehicle registration number:				
Chassis numb	er:				
Sheet fastening:	11: Roof	profile - U	pper cantrail - runner and bearing:		
lastelling.		Distance be	etween the upper runners (bearings) do NOT exceed 60 cm.!		
TIR Convention (Handbook), Annex 2, Sketch no. 9.2.		The upper (bearings)!	cantrail MUST provide a sheet overlap of AT LEAST 1/4 of the distance between the runners		
		upper ru	IMPORTANT: st not be possible to get access to the load compartment between the unners at the cantrail! It should not be possible to get a hand inside! I ssible to get a hand inside the load compartment, ADDITIONAL upper runners must be installed!	f it	
	<u>Meta</u>	l rings (TIF	R rings):		
(TIR Convention,		they cannot	ngs fixed to the vehicle (i.e. fixed to the side-boards and the upper front) are mounted in such the temperature of the removed or replaced without leaving obvious traces. Blind rivets, so-called POP-rivets, a there is no access for removal or replacement when the sheet is fastened and secured!		
Annex 2, Article 3, Paragraphs 6-10). See also explanatory notes.		uprights if t	s between the TIR rings does not exceed 20 cm. (Spaces not exceeding 30 cm are acceptable the TIR rings are recessed in the side-board and the eyelets are oval and so small that they ce the TIR rings).		
		All TIR ring	s are in good condition, intact and not tampered with, i.e. rings cut open.		
	12: Faste	ening rope	(TIR wire):		
(TIR Convention, Annex 2, Article 3, Paragraphs 6-10). See		-	rope, at least 3 mm in diameter - a sheath of transparent and unstretchable plastic is allowed.		
also explanatory notes and sketches.		Rope of her	mp or sisal, at least 8 mm in diameter - MUST be encased in a transparent sheath of unstret	chable	
IMPORTANT			s in one piece and remains visible for its entire length. (No part of the rope shall be covered or onal material, i.e. adhesive tape).	r wrapped	
Nylon ropes - with or without plastic sheathing - are NOT permitted!			s equipped with an end-piece at each end. The fastener of each end-piece includes a hollow rough the rope - to allow the introduction of the strap or thread of the Customs seal.	ivet	
		The rope is	not longer than necessary (e.g. NO loops between the TIR-rings is allowed).		

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 registra	tion number:		
Chassis numbe	r:		
Sealing:	Required numb	er of Customs seals and protect	ion:
		e requires: seal(s) for Cus  INDICATE the number of seals requir	toms secure sealing.
(TIR Convention, Annex 2, Article 2, Paragraph 1 (b) - Explanatory note: 2.2.1 (b) (f)).	the vehicle, A sketch or	ere more than ONE Customs s the number of such seals <i>mu</i> under photographs <i>must</i> be attache	PRTANT  eal is required for Customs secure sealing of st be indicated in the Certificate of Approval point 5.  d to the Certificate of Approval, showing the the Customs seals.
(TIR Convention, Article 16 - and Annex 5).	<u> </u>	<u> </u>	in Article 16 and Annex 5 of the Convention.
<u>DECISION:</u>	The technic	VERGIVED vehicle fulfils the al conditions as laid n Annex 2 of the TIR Convention	The vehicle does NOT fulfil the technical conditions as laid down in Annex 2 of the TIR Convention
	(a) No good introduc vehicle v traces of breaking	nnex 2, Article 1: s can be removed from or ed into, the sealed part of the without leaving obvious f tampering or without the Customs seal	The vehicle is not compliant re. the following issues:
	effective	s seals can be simply and ly affixed cle contains no concealed	
	space w	here goods may be hidden es capable of holding goods ily accessible for Customs	
	Place an	d date:	
	Signed:	<del></del> -	
	Signed:		
		<del></del>	

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

Vehicle registr	ation nu	umber:	
Chassis numb	er:		
Construction:	1: <u>The c</u>		t parts of the load compartment assembled by:
(TIR Convention, Annex 2, Article 2,			rted from outside, secured on the inside
Paragraph 1 (a))		Welding	
(TIR Convention,		Compartme	ent floor secured by self-tapping screws, nails or rivets - inserted from the inside
Annex 2, Article 2, Paragraph 1 (a) - sketches 1-4.)		Compartme	ent floor secured by other means, e.g. double-flooring
Rear doors:	<b>2:</b> <u>Door</u>	closing sy	stem secure:
		Cam engag	ging devices, bearings and saddles for locking rods secure.
(TIR Convention,		Manoeuvre	ering handle and locking rod securing point: RIVETED / WELDED
Annex 2, Article 2, Paragraph 1 (a-b), Explanatory note 2.2.1 (a-b) - see also fig. 1-4 and Annex 6, sketch		Customs se from both si	ealing device (and the pivoting section) secured by welding or by a joining device requiring handling ides of the constituent parts.
no. 1-1a).	3: <u>Hinge</u>	s and hinc	ge-pins secure:
		Bearings or	r hinge-pins mounted on the chassis by welding or by bolts secured by welding
		Hinges mou vertically thi	unted on the rear doors secure, i.e. bolts welded, no access to the bolts or secured by a bolt inserted rough the door
		Self-securin	ng hinges, e.g. hinges with "shoulders"
Roof:			- (Sliding roof): oper cross-bar for the roof secured and kept locked by the locking rod and cam engaging devices
		Locking me-	echanisms for the sliding roof system located INSIDE the load compartment - there must be no acces nanisms from the outside.
		-	

		····				
Vehicle registra	/ehicle registration number:					
Chassis numbe	er:					
Sheet:	<b>6:</b> <u>Th</u>	ıe sheet is ma	de of (material):			
<del></del>		Strong canv	as			
		Plastic-cove	ered or rubberized cloth - sufficient in strength and unstretchable			
	<b>7</b> : <u>Th</u>	ie sheet is ma	de up of several pieces:			
i		Pieces sewr	n together with two seams - ALL seams must be machine-sewn.			
(TIR Convention, Annex 2, Article 3, Paragraphs 1-11. Sketches no. 1-4 and explanatory notes).		Pieces weld without leavi	ed together - leaving a clearly-defined uniform relief pattern. Pieces cannot be separated and rejoined ing obvious traces.			
	8: <u>C</u> c	ondition of the	sheet:			
			s in good condition and made up in such a way that once the closing device has been secured, it is o gain access to the load compartment without leaving obvious traces.			
		The sheet is	repaired.			
		Repairs mad	de in accordance with methods described.			
		Eyelets at th	ne edge of the sheet are reinforced. Reinforcement made of suitable material and intact.			
	9: <u>Su</u>	apport and ove	erlap:			
		The sheet is	s supported by an adequate superstructure (uprights, sides, arches, slats etc.).			
/TIR Convention		The sheet o	verlaps the upper front of the vehicle by at least 25 cm.			
(TIR Convention, Annex 2, Article 4, Paragraph 1 and 2. See also Sketch No. 9).		The sheet o	verlaps the solid parts at the bottom of the vehicle by at least 50 mm.			
	10: <u>Te</u>	ensioning Stra	ps and Hooks:			
		_	tween Tensioning straps do not exceed 60 cm.			
		Tensioning s	straps and hooks are made of suitable material and mounted in a way so they cannot be removed.			
1						

Vehicles	s with SI	LIDING S	SHEETS - straps and hooks.	<u>C</u>
Vehicle registr	ation nu	mber:		
Chassis numb	er:			
<u>Sheet</u>	11: <u>Roo</u> í	profile - U	Ipper cantrail - runner and bearing:	
<u>fastening:</u>		Distance b	etween the upper runners (bearings) do NOT exceed 60 cm.!	
TIR Convention (Handbook), Annex 2, Sketch no. 9.2.		The upper (bearings)!	per cantrail MUST provide a sheet overlap of AT LEAST 1/4 of the distance between the runners gs)!	
		upper r	IMPORTANT: set not be possible to get access to the load compartment between the funners at the cantrail! It should not be possible to get a hand inside! If sessible to get a hand inside the load compartment, ADDITIONAL upper runners must be installed!	f it
	Meta		R rings):  Ings fixed to the vehicle (i.e. fixed to the upper front and the bottom of the vehicle) are mounted the common set of the vehicle are mounted the common set of the vehicle of the vehicle are mounted to the vehicle of the	
(TIR Convention, Annex 2, Article 3, Paragraphs 6-10). See also explanatory notes.		are only all	lowed if there is <b>no access</b> for removal or replacement when the sheet is fastened and secure	ed!
		uprights if t	s between the TIR rings does not exceed 20 cm. (Spaces not exceeding 30 cm are acceptable the TIR rings are recessed in the side-board and the eyelets are oval and so small that they can the TIR rings).	
		All TIR ring	gs are made of metal and in good condition, intact and not tampered with, i.e. rings cut open.	
	12: <u>Fast</u>	ening rope	(TIR wire):	
(TIR Convention, Annex 2, Article 3, Paragraphs 6-10). See		Steel wire r	rope, at least 3 mm in diameter - a sheath of transparent and unstretchable plastic is allowed.	•
also explanatory notes and sketches.		Rope of he	emp or sisal, at least 8 mm in diameter - MUST be encased in a transparent sheath of unstreto	chable
IMPORTANT			s in one piece and remains visible for its entire length. (No part of the rope shall be covered or onal material, i.e. adhesive tape).	· wrapped
Nylon ropes - with or without plastic sheathing - are NOT permitted!			s equipped with an end-piece at each end. The fastener of each end-piece includes a hollow ri rough the rope - to allow the introduction of the strap or thread of the Customs seal.	ivet
		The rope is	s not longer than necessary (e.g. NO loops between the TIR-rings is allowed).	

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Vehicle registr	atior	n nur	nber:	
Chassis numb	er:			
Sheet tensioning devices:		Type more	B: "Rato horizon	The 3 most common tensioning devices are: m-drive" - operated by rotating a handle chet" or "Catch and Pawl" - operated by one or two handles - one or tal movements ck Release" - operated by one handle - single horizontal movement
	<b>13:</b>	Type		drive" system:  ured by a "triple-discs" system. It must not be possible to rotate the handle at all.
	I			R PART of the vertical tensioning bar interlocks with the spindle of the "worm-drive" - two notches he spindle and clinch nails.
IMPORTANT Sheet tensioning devices MUST	I		The UPPER	PART of the vertical tensioning bar secured by a device welded or riveted to the solid upright post.
fulfil ANNEX 2,	14: 	Type	Operating m	et" or "Catch and Pawl" system: nechanism; handles, pawl, cam wheel and spindle, kept secure behind a hinged metal plate. Hinge led to the chassis and the plate secured by TIR rings and the TIR wire.
	l		Bolts for mo	ounting the operating mechanism welded to the solid part of the vehicle or secured by solid rivets.
	ļ		The UPPER	PART of the vertical tensioning bar secured by a device welded or riveted to the solid upright post.
	<b>15:</b>	<u>Type</u>	Operating m	Release" system:  nechanism, the single handle, kept secure behind a hinged metal plate. Hinge system welded to the the plate secured by TIR rings and the TIR wire.
	ļ		Bolts for mo by solid rive	nunting the operating mechanism, the single handle, welded to the solid part of the vehicle or secured ts.
	J		The UPPER	PART of the vertical tensioning bar secured by a device welded or riveted to the solid upright post.
			ng sheets.	eet tensioning system is without doubt the least secure part on a vehicle with The system MUST be inspected and controlled in details by the Approval

	th SLIDING SHEETS - straps and hooks.	E				
Vehicle registra ——	tion number:					
Chassis numbe	r:					
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 <i>must</i> be indicated in the Certificate of Approval under point 5.  A sketch or photographs <i>must</i> be attached to the Certificate of Approval, showing the <i>exact</i> 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 the technical condition laid down in Annex 2 of the TIR Convention	ns as of the				
	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:					