

Vehicle registration number:	
Chassis number:	
<p><u>Construction:</u></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><u>Rear doors:</u></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>2: <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>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 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>
<p><u>Roof:</u></p>	<p>4: <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>_____</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> <p>_____</p>

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<p>Sheet fastening:</p> <p>TIR Convention (Handbook), Annex 2 Sketch no. 9.2.</p> <p>(TIR Convention, Annex 2, Article 3, Paragraphs 6-10). See also explanatory notes.</p> <p>IMPORTANT</p> <p>Nylon ropes - with or without plastic sheathing - are NOT permitted!</p>	<p>10: <u>Roof profile - Upper cantrail - runner and bearing:</u></p> <p><input type="checkbox"/> Distance between the upper runners (bearings) do NOT exceed 60 cm.!</p> <p>_____</p> <p><input type="checkbox"/> The upper cantrail MUST provide a sheet overlap of AT LEAST 1/4 of the distance between the runners (bearings)!</p> <p>_____</p> <div style="border: 1px solid black; padding: 5px; text-align: center;"> <p>IMPORTANT:</p> <p>It must not be possible to get access to the load compartment between the upper runners at the cantrail! It should not be possible to get a hand inside! If it is possible to get a hand inside the load compartment, ADDITIONAL upper runners must be installed!</p> </div> <p><u>Metal rings (TIR rings):</u></p> <p><input type="checkbox"/> The TIR rings fixed to the vehicle (i.e.fixed to the upper front and the bottom of the vehicle) are mounted in such a way that they cannot be removed or replaced without leaving obvious traces. Blind rivets, so-called POP-rivets are only allowed if there is no access for removal or replacement when the sheet is fastened and secured!</p> <p>_____</p> <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> <p>_____</p> <p><input type="checkbox"/> All TIR rings are made of metal and in good condition, intact and not tampered with, i.e. rings cut open.</p> <p>_____</p> <p>11: <u>Fastening rope (TIR wire):</u></p> <p><input type="checkbox"/> Steel wire rope, at least 3 mm in diameter - a sheath of transparent and unstretchable plastic is allowed.</p> <p>_____</p> <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> <p>_____</p> <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> <p>_____</p> <p><input type="checkbox"/> The rope is equipped with an end-piece at each end. The fastener of each end-piece includes a hollow passing through the rope - to allow the introduction of the strap or thread of the Customs seal.</p> <p>_____</p> <p><input type="checkbox"/> The rope is not longer than necessary (e.g. NO loops between the TIR-rings is allowed).</p> <p>_____</p>

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Sheet
tensioning
devices:

The 3 most common tensioning devices are:

Type A: "Worm-drive" - operated by rotating a handle

Type B: "Ratchet" or "Catch and Pawl" - operated by one or two handles - one or more horizontal movements

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

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

12: 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.

13: 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.

14: Type C: "Quick Release" system:

- Operating mechanism, the single handle, kept secure behind a hinged metal plate. Hinge system welded to 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.

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<p><u>Sealing:</u></p> <p>_____</p> <p>(TIR Convention, Annex 2, Article 2, Paragraph 1 (b) - Explanatory note: 2.2.1 (b) (f)).</p> <p>_____</p> <p>(TIR Convention, Article 16 - and Annex 5).</p> <p><u>DECISION:</u></p>	<p><u>Required number of Customs seals and protection:</u></p> <div style="border: 1px solid black; padding: 10px; margin: 10px 0;"> <p>The vehicle requires: seal(s) for Customs secure sealing.</p> <p>CLEARLY INDICATE the number of seals required</p> </div> <div style="border: 1px solid black; padding: 10px; margin: 10px 0; text-align: center;"> <p>IMPORTANT</p> <p>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.</p> <p>A sketch or photographs <i>must</i> be attached to the Certificate of Approval, showing the <i>exact</i> location of the Customs seals.</p> </div> <div style="margin-bottom: 10px;"> <input type="checkbox"/> The Customs seal(s) is adequately protected. <p>_____</p> </div> <div style="margin-bottom: 10px;"> <input type="checkbox"/> The vehicle is affixed with a TIR plate as described in Article 16 and Annex 5 of the Convention. <p>_____</p> </div> <div style="display: flex; justify-content: space-between;"> <div style="width: 45%; border: 1px solid black; padding: 5px;"> <div style="background-color: #90EE90; text-align: center; padding: 2px;">APPROVED</div> <p>The vehicle fulfils the technical conditions as laid down in Annex 2 of the TIR Convention</p> </div> <div style="width: 45%; border: 1px solid black; padding: 5px;"> <div style="background-color: #FF0000; text-align: center; padding: 2px;">REJECTED</div> <p>The vehicle does NOT fulfil the technical conditions as laid down in Annex 2 of the TIR Convention</p> </div> </div> <div style="border: 1px solid black; padding: 10px; margin-top: 10px;"> <p style="text-align: center;">Annex 2, Article 1:</p> <p>(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</p> <p>(b) Customs seals can be simply and effectively affixed</p> <p>(c) The vehicle contains no concealed space where goods may be hidden</p> <p>(d) All spaces capable of holding goods are readily accessible for Customs inspection</p> </div> <div style="border: 1px solid black; padding: 10px; margin-top: 10px;"> <p style="text-align: center;">The vehicle is not compliant re. the following issues:</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> </div>
	<p>Place and date:</p> <p>_____</p> <p>Signed:</p> <p>_____</p> <p>Signed:</p> <p>_____</p>