



In this document, you will find all information about points that Terminals need to check on the trailers at the arrival by road or Ferry. The target is to avoid all problems that do not conform with the railway service and a brake on acceptance for the train.

On applying these conditions, drivers will benefit from the processes to drop and collect with the several advantages below:

1. Faster control of semi-trailers
2. Reduction of waiting time
3. Faster pick up of trailer from terminal
4. Better usage of driving times

Thank you to instruct your drivers on the conditions on admittance to travel by train below:

Checkpoints

Defaults

Actions to be carried out

TARPAULIN

<p>Tilt release</p>		<p>The driver stretches the tilt to the maximum</p> <p>POSSIBLE INTERVENTION BY LR/VIA</p>
<p>Important Cut on the tilt (around >10cm)</p>		<p>Make a definitive reparation to avoid refusal at entry points of the terminals</p> <p>POSSIBLE INTERVENTION BY LR/VIA</p>

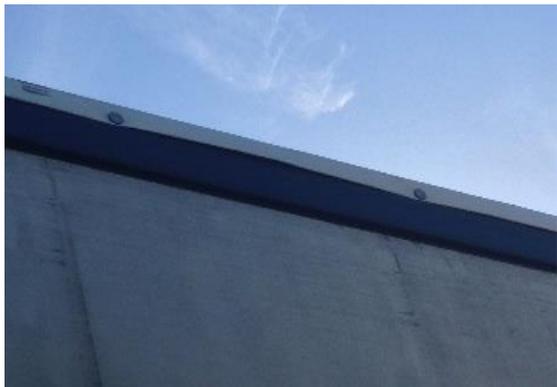
Repairs are possible at the workshops on the terminals (see in attached the timetable of the workshops for each terminal)

<p>Minor cut on the tilt (around <10cm)</p> <p>Lateral strap fixation broken</p>		<p>Repair with reinforced adhesive. Possibility to ask at the entry of the terminal, they will be able to provide the adhesive</p> <p>positioning by driver = time saving</p> <p>POSSIBLE INTERVENTION BY LR/VIIA</p> 
<p>Cargo leaning against the Tilt</p>		<p>Reload/adjust the pushing cargo and secure with straps. We would like to remind you that the cargo should be strapped for road and train transport.</p> <p>POSSIBLE INTERVENTION BY LR/VIIA</p>

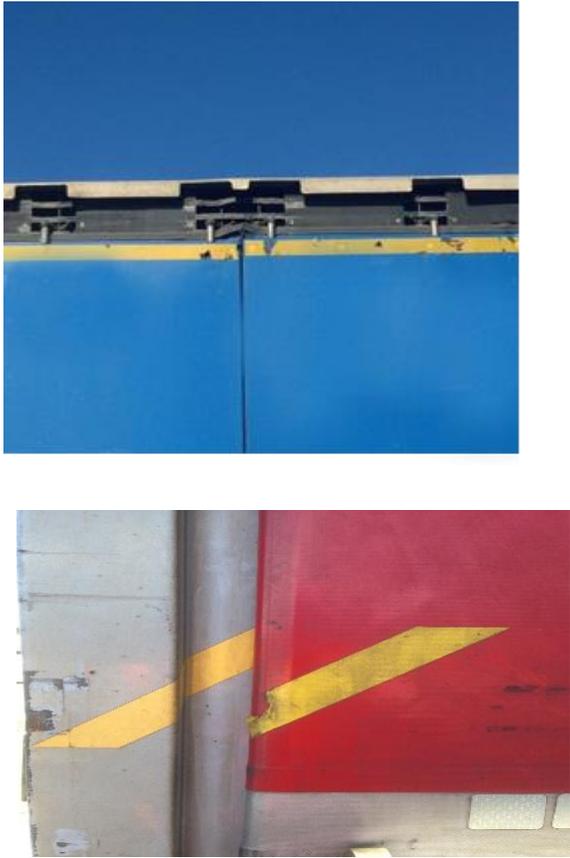
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<p>Side tension bar out of place or broken</p>		<p>If incorrectly fixated, adjusted correctly.</p> <p>If broken, repair needed</p> <p>POSSIBLE INTERVENTION BY LR/VIIA depending on stock of spare parts</p>
<p>Ratchet buckle of the tension bar system</p>		<p>If not in its position, reposition it</p> <p>If broken, should be repaired</p> <p>POSSIBLE INTERVENTION BY LR/VIIA depending on stock of spare parts</p>

ROOF

<p>Rivets</p>		<p>Ensure that all roof rivets are present and in proper condition so that the roof is securely closed</p> <p>If broken OR missing, they need to be replaced and/or added</p> <p>POSSIBLE INTERVENTION BY LR/VIIA</p>
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<p>Roof position</p>		<p>Adjust the roof to the lowest possible position, also if the semi-trailer is empty</p> <p>POSSIBLE INTERVENTION BY LR/VIIA</p>
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DOORS

<p>Improper door closing</p>		<p>The 8 closure points must be functional and closed</p> <p>→ If broken = repair required</p> <p>POSSIBLE INTERVENTION BY LR/VIIA</p>
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<p>Hinges</p>		<p>If broken required repair</p> <p>POSSIBLE LR/VIIA INTERVENTION</p>
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EXTERIOR STRAPS

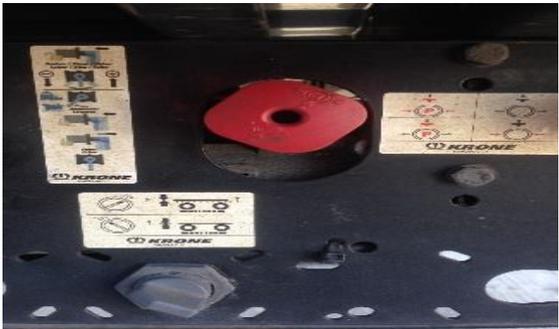
<p>Lateral exterior straps</p>		<p>Check that all the belt buckles are present and in proper condition so that the tarpaulin can be closed properly</p> <p>If broken OR missing, should be replaced, or added</p> <p>POSSIBLE INTERVENTION BY LR/VIIA</p>
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TIR CABLE

<p>TIR Cable</p>		<p>If TIR cable is not present or damaged, place a TIR cable or replace the TIR-CABLE</p> <p>LR / VIA can supply new ones for € 25 per unit.</p>
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MECHANICAL

<p>Suspensions</p>		<p>Check that the suspensions are working.</p> <p>Out of order = should be repaired.</p> <p>POSSIBLE INTERVENTION UPON REQUEST</p>
<p>Brakes</p>		<p>Check that the brakes are working</p> <p>Out of order = should be repaired</p> <p>POSSIBLE INTERVENTION UPON REQUEST</p>

Drivers are obliged to respect, for safety reasons on the platform, the following points:

Repairs are possible at the workshops on the terminals (see in attached the timetable of the workshops for each terminal)

<p>Safety shoes</p>		<p>Drivers must have safety shoes before accessing the terminal</p>
<p>High visibility safety vest</p>		<p>Drivers must have a high visibility safety vest before entering the terminal</p>

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