

Any disagreement between the customer and driver must be resolved through consultation. If this is unsuccessful, do not continue the discussion. Contact your planner and do not drive away, otherwise you may be held responsible for the cause of the problem.



Dedicated transport: retain at least one copy of the latest CMR stating that the silo may be reused for the same product without cleaning.

All new seal numbers must be provided and the seals must be fitted.

Always loop seals through completely and tighten them as far as possible to allow checks for reuse.

Important: when checking and removing plastic seals, always check that the thin tip is still attached. A shortened seal may indicate fraud or stowaways, because the seal may have been cut and refitted. Therefore, tighten seals as much as possible.



Shortened seal



Seal not tightened

Sealing a silo trailer/container with a TIR cable

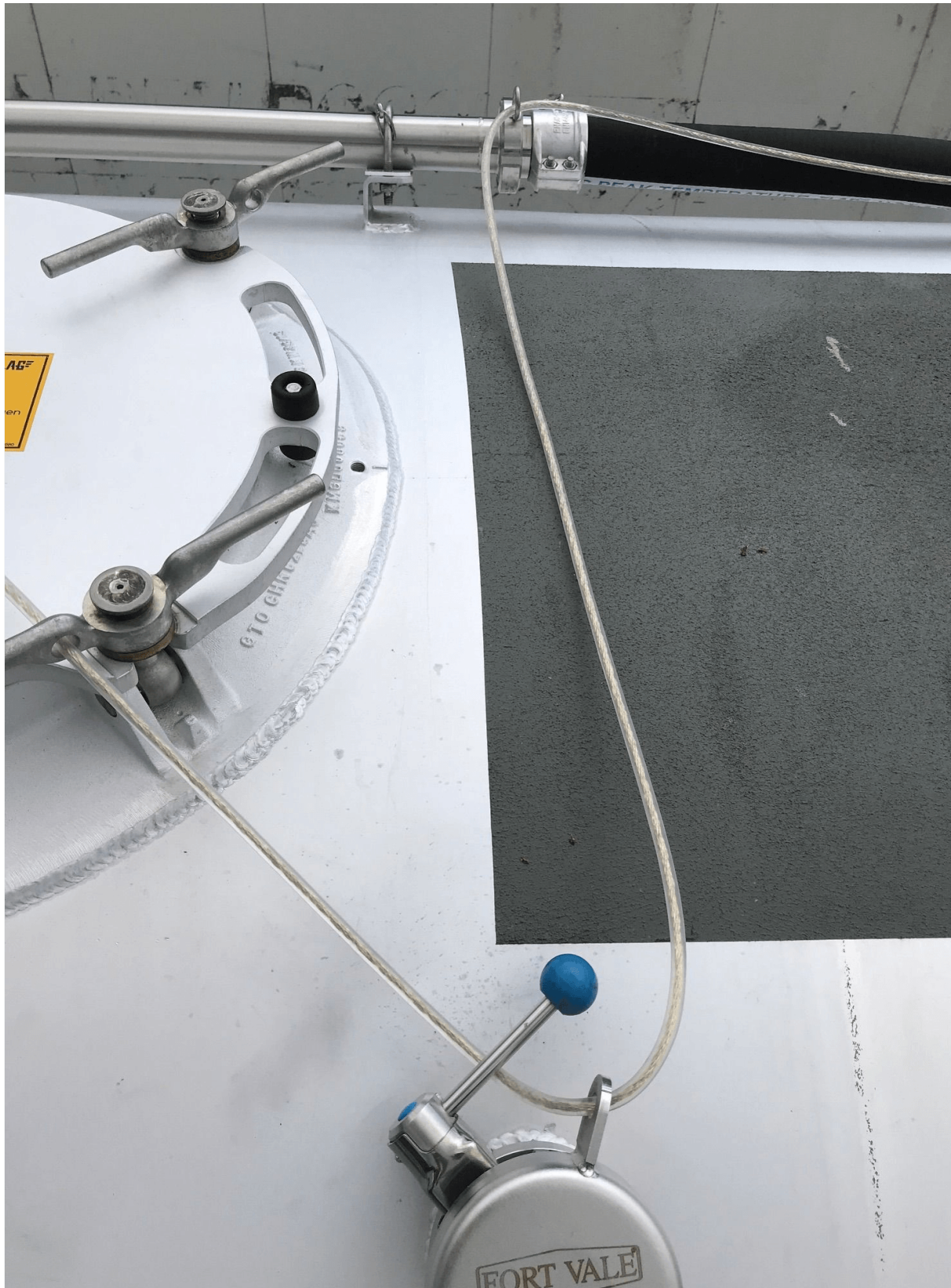
- The TIR cable must have an attachment eye at both ends and the rubber sheath must be undamaged. If not, report this immediately to the workshop through the onboard computer. Both the planner and Fleet Management receive the report.
- Always unwind the TIR cable completely from the storage reel. Never leave several turns on the reel.
- The beginning and end of the TIR cable must be sealed through the TIR eye, even if the cable is attached with steel wire.
- Keep the TIR cable taut between all sealing points. Excessive slack may allow an access point to be opened without breaking the seal. This is incorrect sealing.
- If the TIR cable is too long, pass it through several sealing points repeatedly at the end until all cable is used and taut. Report substantial excess cable so it can be shortened as soon as possible.
- If the TIR cable is short, check the sealing sequence. If it is genuinely too short, omit points that can be sealed separately and seal them with individual seals.
- If a sealing point has two rings, use one seal.
- Never pull the TIR cable to break seals. Always use cutting pliers.



Top: fully unwind the cable and seal the attachment eye to the reel. Pass the cable through the vacuum valve, the non-return valve of the upper air line and diagonally through the rings on the manhole cover wing nuts.



Top: pass the TIR cable diagonally through the wing nuts and include the Storz blanking caps. Tighten the caps with a silo/ABC key and take the key when climbing onto the silo.



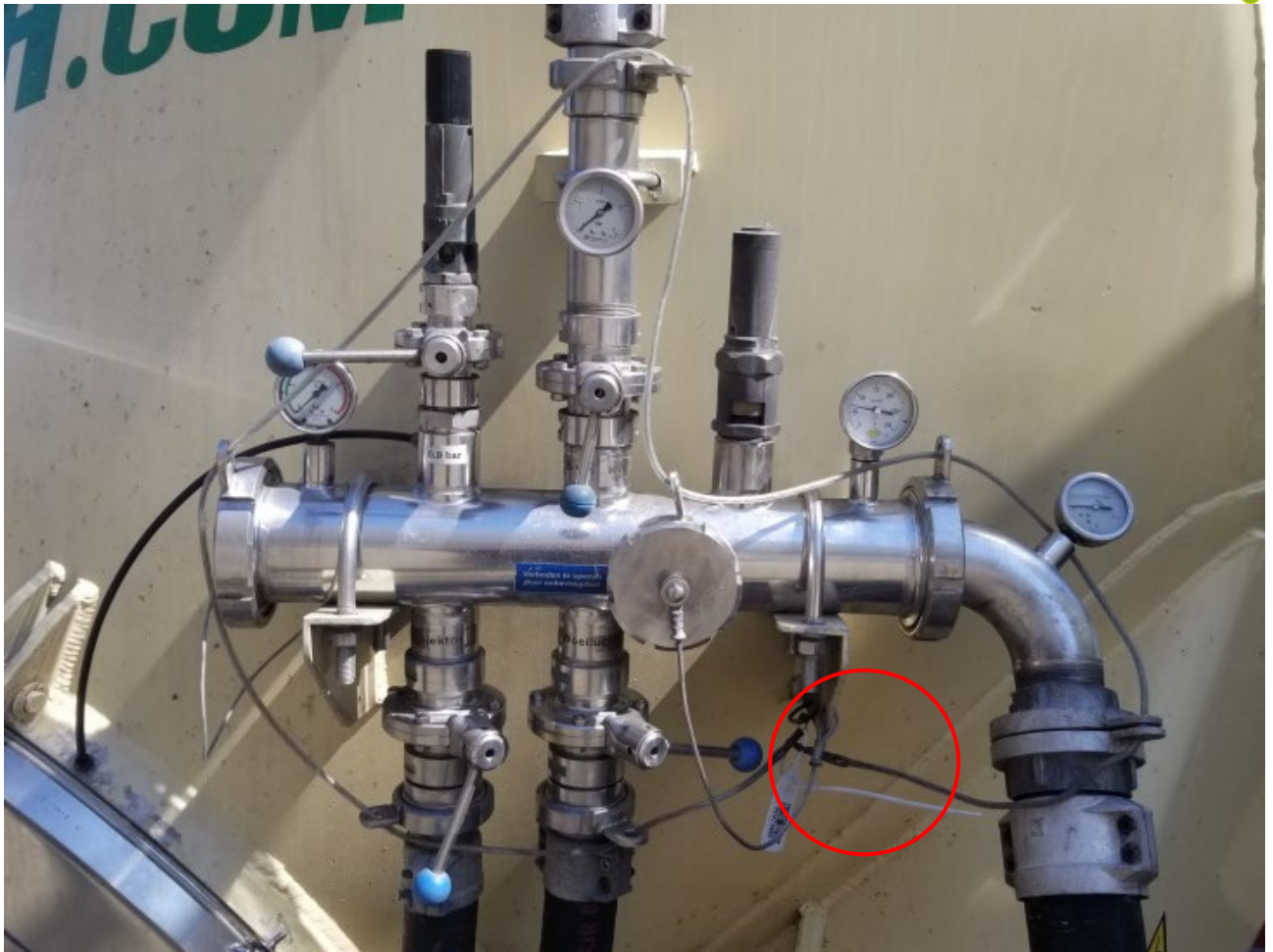
Top side: Allow the cable at the rear to run freely towards the vent valve. This prevents damage to the TIR cable.



Rear: The TIR cable must be passed through the rings at the rear of the load unit, then through the rings of all wing nuts on the discharge cone and through the rings of the conveying air hose. The cable must end with a seal at the sealing point of the outlet box. The outlet box, if fitted, must be sealed on both sides.



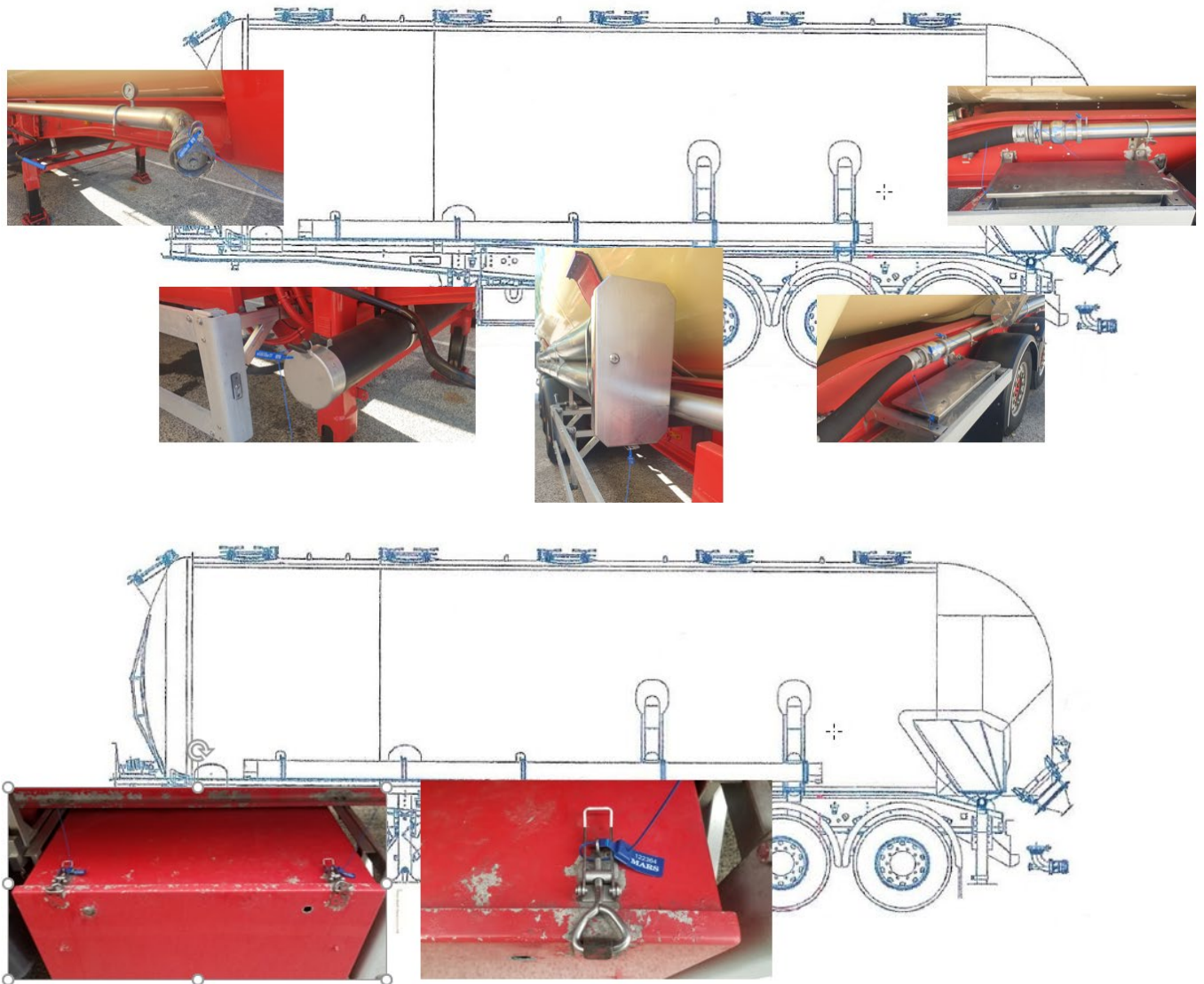
Rear: sealing the air distribution block without a TIR cable. Most blocks have sealing points with two rings, so use one seal for each point.



Rear: sealing the air distribution block with a TIR cable. Seal both ends together by passing one seal through both TIR cable eyes.



Rear: air distribution block without sealing points. This occurs only in chemical transport.



Other:

- Hose tubes: many open at both ends and must therefore be sealed at both ends.
- Air line: all couplings and blanking caps.
- Compressor-hose tube.
- Storage box for the discharge elbow.

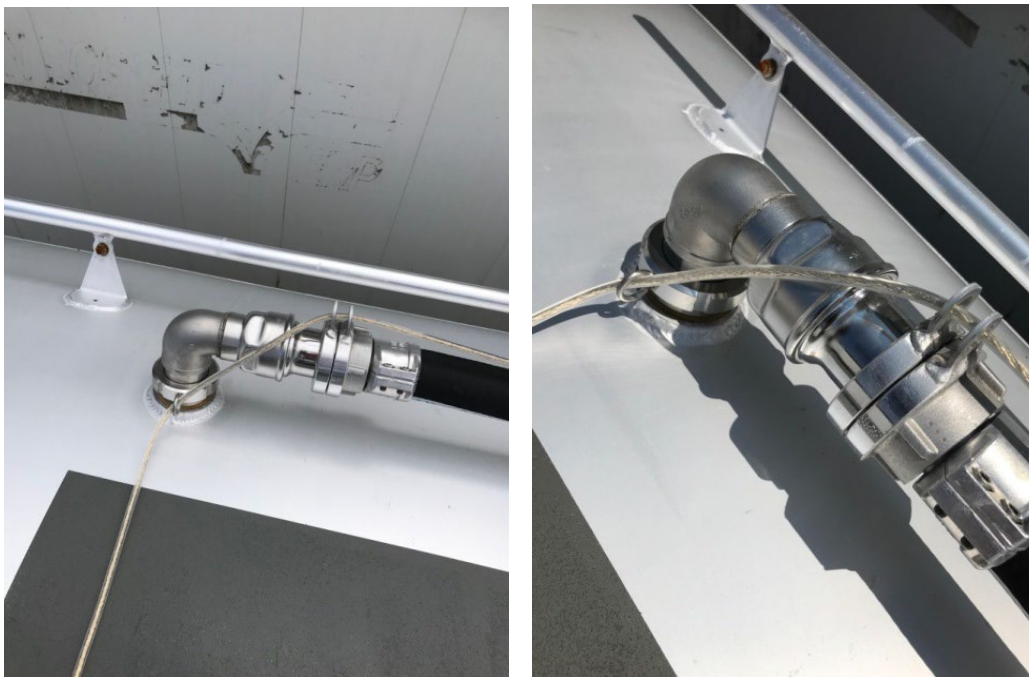
The following pages show the sealing sequence for a silo container, including correct and incorrect examples.



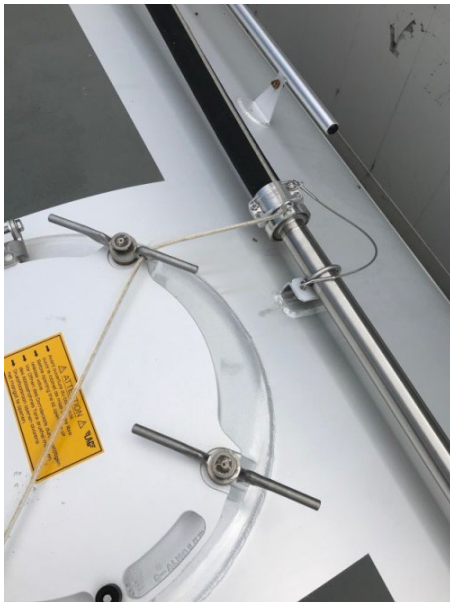
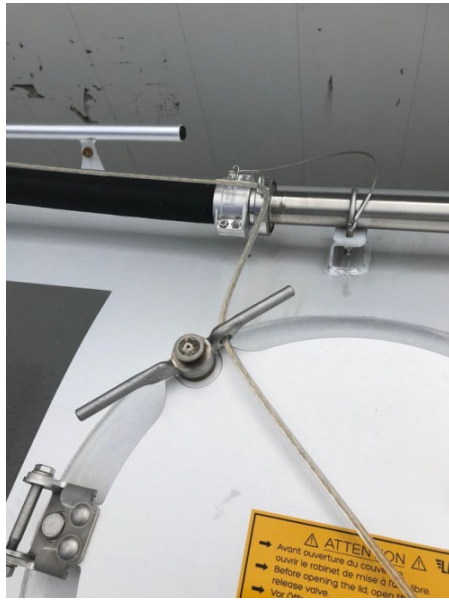
Correct sealing of a silo container



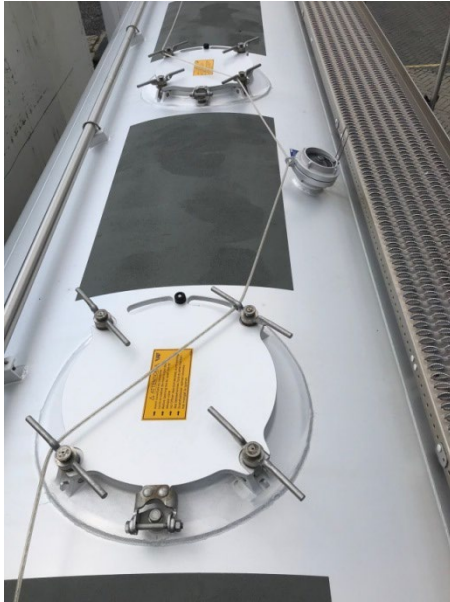
Ensure that the vacuum valve is fully tightened.



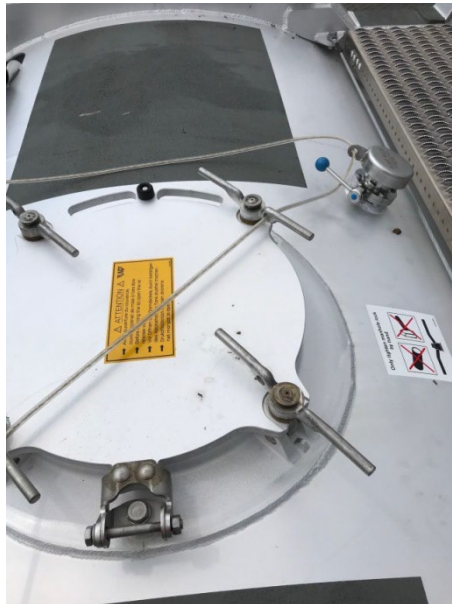
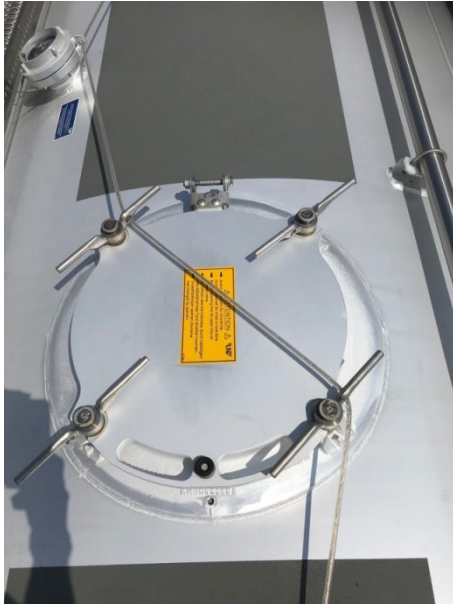
- Unwind the TIR cable completely. A later example shows what can go wrong if this is not done.
- Start with the front manhole cover and then work diagonally.
- Seal the vacuum valve.
- Seal the air inlet.
- Seal the connection between the hose and air inlet.



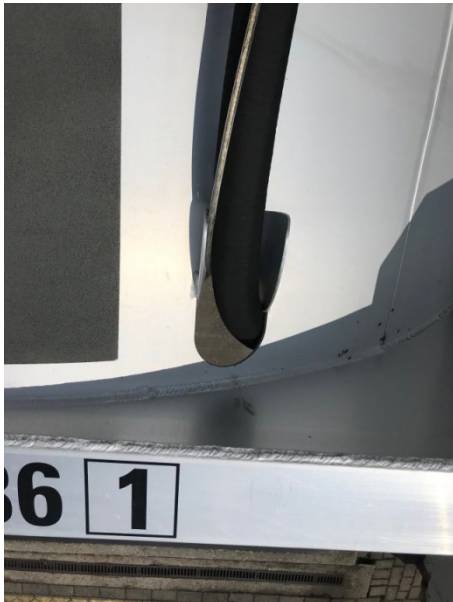
- Pass the TIR cable through the connection from the air hose to the air line and through the second manhole cover.



- Seal Storz caps as encountered. Fully tighten Storz blanking caps with the silo key.
- Always keep the TIR cable tight.



- Pass the TIR cable diagonally through the manhole covers.
- Also seal the vent valve.
- Always keep the TIR cable tight.



- Seal the connection of the upper air line.
- Do not route the TIR cable across the container. Use the opening of the upper air line instead.



- Seal the connection of the upper air hose.
- Seal the blanking cap on the air line.



- Seal all bolts on the discharge cone that can be sealed.
- Seal the blanking cap on the fluidising air connection.
- Seal the outlet box on both sides.



Notes.

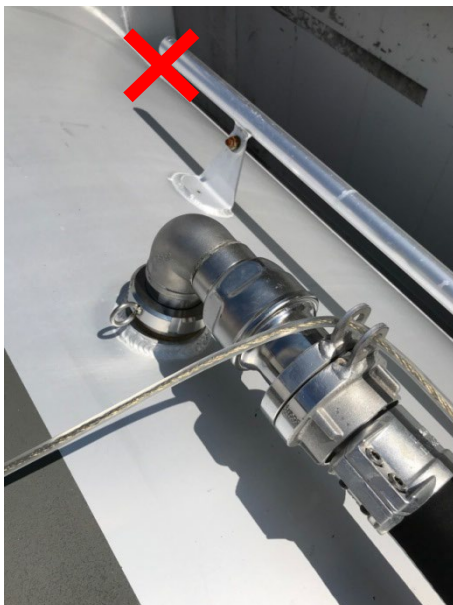
Sealing points may differ on other containers. Use sound judgement.
Do not skip sealing points. Always follow the same routine and “read” the container.

If no outlet box is fitted, remember to seal the butterfly valve and outlet blanking cap.

The following examples show incorrect sealing.



- Vacuum valve not sealed.



- Air inlet not sealed.
- Connection from air inlet to air hose not sealed.



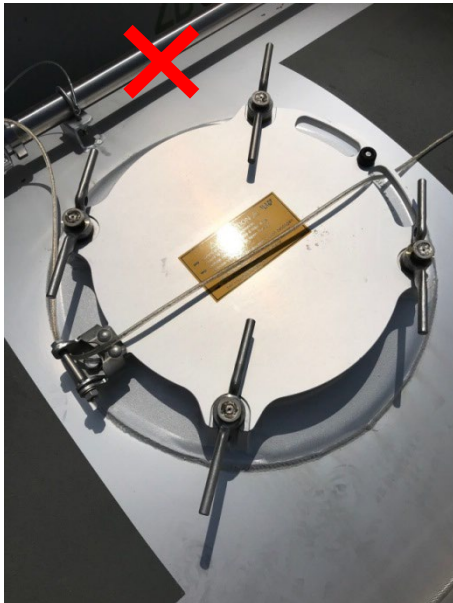
- Connection from air hose to air line not sealed.



- TIR cable fitted incorrectly.
- Manhole cover sealed incorrectly.



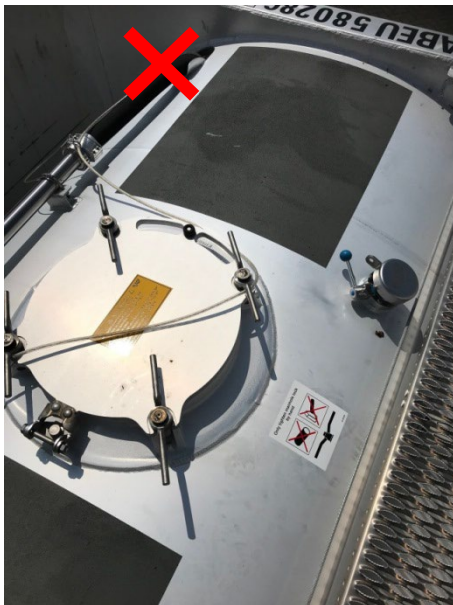
- Storz connection not sealed.



- Manhole cover sealed incorrectly.
- Knot in the TIR cable.



- TIR cable not tightened.



- Vent valve not sealed.



- Air line not sealed.



TIR cable on the outside of the crossmember.
High risk of damage to the TIR cable.



- Always unwind the TIR cable completely from the reel.
- Otherwise, a manhole cover or Storz connection may be opened without breaking the end seal. This is the same problem as failing to tighten the TIR cable properly.