SAMPLE REPORT. Names, tax numbers, vehicle and driver details, addresses and values are withheld.

Surveyor name, licence number, address and logo withheld in this sample.

CargoShakti Quick Survey Report — Inland Road ODC Inspection — [redacted]

SURVEY IDENTITY

Surveyor Company Name	[redacted]	**Survey ID**	[redacted]
Survey Type	Cargo Condition Inspection	**Survey Subtype**	Pre Dispatch
Survey Applicant	Consignor	**Inspection Code**	ODC_ROAD_INLAND_NON_MORTH
Inspection Title	ODC Road Inland – Non MoRTH	**Client**	[redacted]
Surveyor Name	Varun Gawarikar	**Made By (Maker)**	[redacted]
Made On	16 Oct 2026, 01:55 PM	**Checked By (Checker)**	Varun Gawarikar
Checked On	16 Oct 2026, 02:11 PM		

CONSIGNOR

GSTIN Number	[redacted]	**Company Name**	[redacted]
Address	[redacted]	**City**	[redacted]
State	Gujarat	**Pincode**	[redacted]

CONSIGNEE

GSTIN Number	[redacted]	**Company Name**	[redacted]
Address	[redacted]	**City**	[redacted]
State	Tamil Nadu	**Pincode**	[redacted]

INSURER

GSTIN Number	[redacted]	**Company Name**	[redacted]
Address	[redacted]	**City**	[redacted]
State	N/A	**Pincode**	[redacted]

CARRIERS

Carrier GSTIN	[redacted]	**Carrier Name**	[redacted]
Carrier City	[redacted]	**Carrier State**	N/A
Carrier Pincode	[redacted]		

CARGO LOSS PREVENTION

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CUSTOMS & VEHICLE

Eway Bill No	[redacted]	**Eway Bill Date**	**16-10-2026**
Vehicle Number	[redacted]	**Vehicle Gross Weight (KG)**	**39500**
Vehicle Tare Weight (KG)	**13210**	**Vehicle Net Laden Weight (KG)**	26,290
Trailer Type	Articulated flat bed trailer	**Tyre Condition**	N/A
Vehicle Make / Model	**TATA MOTORS LTD / TATA SIGNA 4023.S BSVI**	**Vehicle Class**	N/A
RC Status	**Active**	**RC Owner**	[redacted]
Fitness Valid Upto	**24-07-2028**	**Insurance Co (Vehicle)**	[redacted]
Insurance Valid Upto	**23-09-2027**	**Permit Type**	**National Permit**
National Permit Upto	**31-07-2029**	**Fastag Last Toll**	[redacted]
Fastag Last Seen	[redacted] VERIFIED	**Cargo Weight (KG)**	11,000
Overloading Status	**NO** — within limits	**Lashing Required kN (v2)**	N/A
Lashing Required kN (v1 legacy)	N/A	**Cargo Length (m)**	9.7536
Cargo Width (m)	2.31648	**Cargo Height (m)**	2.98704
Driver Licence No	[redacted]	**Driver Name**	[redacted]

SECURING CHECK – ENGINEERING VERIFICATION (NOT ADEQUATE)

Static gravitational force: **107.91 kN** | CG height: **1.79 m** (Assumed – 0.6 × cargo height, a conservative assumption (not OEM-certified))

Check	Required	Available	Margin	Result
Longitudinal Sliding 0.80 g, demand 86.33 kN (X axis)	86.3 kN	75.8 kN	-10.5 kN	**FAIL**
Transverse Sliding 0.50 g, demand 53.96 kN (Y axis)	54 kN	75.8 kN	21.8 kN	**REVIEW**
Tipping CG 1.79 m, support 2.32 × 9.75 m	96.7 kNm	125 kNm	28.3 kNm	**REVIEW**
Rollover Needs vehicle mass, vehicle CG height and track width	–	–	–	PENDING

Preliminary nominal MSL screen (1.5 × static gravitational force): rated total 196 kN against 161.87 kN – **PASS**. An internal capacity screen only: not proof of directional resistance, and not a CSS Annex 13 certification.

Calculation version ROAD_ODC_SECURE_2.0.0. PENDING = a required input is missing; REVIEW = passes only on assumed inputs.

- The aggregate 1.5× screening passes but the directional sliding check fails. The directional check credits only the lashings that oppose each direction, at their angles, at their strength divided by 1.5. A lashing count alone does not satisfy it: add restraint opposing the failing direction, enter the real lashing angles / directions, or add hard stops.
- Checks marked PENDING (rollover, vertical) wait for inputs that do not exist yet; a missing input is never shown as a pass.
- The 1.5× aggregate screen passing does not mean the cargo is safe to dispatch: the four engineering checks are evaluated separately.
- Centre of gravity is assumed (not supplied by the client / OEM).
- Friction coefficient is an assumed value.
- Lashing angles are assumed (vertical 30°, horizontal 45°).
- Lashings with no resisting direction entered are split evenly over the four directions.
- Hard securing is credited at 10 kN per stop in the direction it blocks (project assumption, not a certified weld or stop capacity).
- Hard stops have no direction allocation entered; they are split evenly over the four directions.
- Lashings are not credited in tipping (no lever arm entered); tipping rests on the cargo's own weight.

REGULATORY / INSURANCE EXCEPTION

MoRTH Permit: Not Required

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DETAILS THAT COULD NOT BE VERIFIED

- The e-way bill could not be verified: the verification service returned no matching record (Data format failed OR wrong value entered at: ewbNo. Format should follow [0-9]{12}). The data was not checked; this is not a mismatch.

The verification service did not return a record. This is a limit of our verification, not a finding about the inspection.

ROUTE

LTL or FTL	FTL	**Place of Loading**	[redacted]
Place of Destination	[redacted]		

COST & TRANSIT

Invoice Net Value	[redacted]	**Insured Value**	[redacted]
Date of Stuffing	16-10-2026	**Date of Movement of Vehicle**	16-10-2026

CARGO LOSS PREVENTION

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SURVEY

Place of Survey	N/A	**Made By (Maker)**	[redacted]
Made On (Date & Time)	16 Oct 2026, 01:55 PM	**Checked By (Checker)**	Varun Gawarikar
Checked On (Date & Time)	16 Oct 2026, 02:11 PM		

PACKAGING

External Packaging	N/A	**Internal Packing**	N/A

PHYSICAL INSPECTION CHECKLIST

TRAILER CONDITION	LOADING & POSITIONING	SECURING / LASHING
		✓ No knots in lashing ✓ No visible damage on lashing

SURVEY AND OBSERVATIONS

Observation Item	Vehicle Inspection	Cargo Inspection
Marks and Numbers	Vehicle: [redacted]	N/A
LASHING		4 Nos nylon_belt | MSL not calculated — surveyor to verify
DUNNAGE and CHOCKING		none | Friction coefficient: μ=0.10 | No chocking
DAMAGES AND OBSERVATIONS	Container/ Vehicle: [redacted]	N/A
SURVEYOR REMARKS		For this particular cargo type 10 lashings at assumed calculations of 10KN per angle [redacted] long maching. Conditionally approved.

DOCUMENT VERIFICATION

Invoice and Packing List	No	**Copy of L/R or Delivery Challan**	Yes
Copy of EWay Bill	Yes	**Copy of Vehicle Registration**	Yes
Copy of Vehicle Fitness	Yes	**Date of Factory Stuffing**	16-10-2026
Date of Cargo expected to leave	16-10-2026		

Surveyor Signature

CARGO LOSS PREVENTION

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CARGO TRACKING

QR code withheld
(links to the live record)

CARGO TRACKING — SCAN TO TRACK

[redacted]

Scan the QR code above to track this cargo in real-time.
Survey ID: [redacted] | Completed: 16 Oct 2026 | Surveyor: Varun Gawarikar

CARGO LOSS PREVENTION

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PHOTO EVIDENCE — CARGO INSPECTION PHOTOS



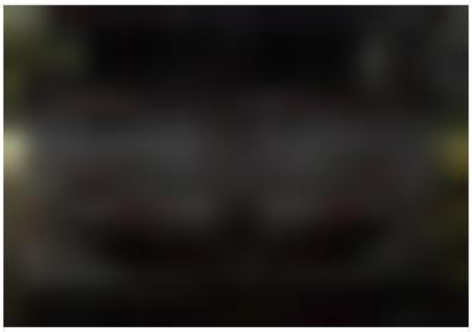
leftside.jpeg



nameplate.jpeg



rearside.jpeg



frontside.jpeg



rightside.jpeg



leftside.jpeg



leftside3.jpeg



leftside.jpeg



leftsidelashing.jpeg

DISCLAIMER

This report gives a brief overview of our visit to the inspection site on 16 Oct 2026.

1. This quick report is based on the documents, declarations, and physical condition observed at the time of survey only.
2. This report is issued without prejudice and shall not be treated as an admission of liability, policy coverage, cause, or quantum of loss.
3. Any detailed opinion, reconciliation, or final assessment is subject to further documents, clarifications, and instructions from the appointing authority.

CARGO LOSS PREVENTION

Authorized Signatory / Seal

* Without Prejudice and Without Accepting Any Liabilities.

[redacted]