



## Inspection/Test Report: Safety Belt Anchorages

### Legislation

UNECE Regulation 14.09 to Supplement 0

### Inspection/Test Details

Location of Inspection/Test: Braunability UK, The Horseshoe, Coat Road, Martock, TA12 6EY  
Date of Inspection/Test: 10 March 2021  
VCA Representative(s): Fraser Coulter  
Inspectors office location: VCA HQ  
Manufacturer's Representative(s): Paul Nieuwenhuis  
Reason for Test Report: Test report only

### Manufacturer Details

Name and Address: Tripod Mobility B.V.  
Collseweg 10  
5674 TR Nuenen / The Netherlands  
Type: SKT  
Commercial Description: Caddy Tripod / Caddy Maxi Tripod  
Category: M1 SPV (WAV)

### Conclusion

The above mentioned vehicle was tested in accordance with the above mentioned legislation and was found to comply in all respects. This report relates only to the items tested.

Witness Engineer/Test Engineer  
Signature:

Name: Fraser Coulter  
Position: Type Approval Engineer  
Date: 18 March 2021

### List of Annexes

| Annex | No of Pages | Subject                           |
|-------|-------------|-----------------------------------|
| I     | 8           | T-12830 (Braunability Test Report |
| II    | 67          | Info Doc                          |



## Issue Record

Issue 0 is original report  
Issue 1: Corrected "seat details"

## Worst Case Rationale

Test report to cover OEM seats which are modified as part of Tripod Mobility's stage 2 conversion on the Caddy Maxi

*Note: Include information on variants and versions this report covers, as applicable. Supporting documents may be annexed to this report*

## Significant Interpretations, Alternative Test Methods, New Technologies

## Inspection/Tests Required

|                                    |  |
|------------------------------------|--|
|                                    | Yes, NA, See Report ... / Approval ... / Annex ... |
| General Requirements:              | Yes  |
| Number and Location of Anchorages: | Yes  |
| Anchorage Strength:                | Yes  |

## Vehicle Specification

|   |                                 |
|---|---------------------------------|
| Body Details:   | VW Caddy Maxi                   |
| Seat Details:   | Stage 1 seats with OEM brackets |
| Cross-reference to vehicle R145 test report or approval (if applicable*): | NA                              |

*\*Note: For ECWVTA, M1 vehicles using R14.08 or later must also be approved to R145 to cover the mandatory fitment of ISOFIX anchorages*

## Manufacturer's Documentation

Manufacturer's documentation is complete and reflects the agreed specification for the vehicle tested, and covers all variants and versions agreed in the worst case rationale. Information document uploaded to job folder and identified by job number.

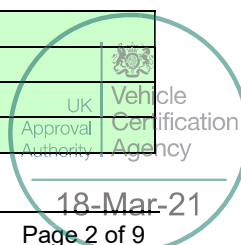
Yes

## Facility and Equipment Checks

Calibration certificates checked and valid, recorded in the following table:

Yes

| Equipment | Serial / Certificate No. | Calibration due*  |
|-----------|--------------------------|-------------------|
| Load Cell | UIG260                   | 15 September 2021 |
|           | UIG261                   | 15 September 2021 |
|           | UIG262                   | 15 September 2021 |
|           | UIG263                   | 16 September 2021 |





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|                  |        |                   |
|------------------|--------|-------------------|
|                  | UIG264 | 15 September 2021 |
|                  | UIG265 | 15 September 2021 |
|                  | UIG266 | 16 September 2021 |
|                  | UIG267 | 16 September 2021 |
|                  | UIG268 | 16 September 2021 |
| Master Load Cell | UIG269 | 19 August 2021    |
| Inclinometer     | UIG246 | 19 August 2021    |

\*Specify calibrated date + (interval) or calibration due date.

## Inspection/Test Requirements

Complies  
Yes / NA

### General Requirements

|          |  |     |
|----------|--|-----|
| Ann 4    | H-point and back angles are within tolerances.   | Yes |
| 5.2.1.   | Anchorage for safety belts are designed, made and situated as to:  | Yes |
| 5.2.1.1. | - Enable the installation of a suitable safety belt. The belt anchorages of the front outboard positions are suitable for safety belts incorporating a retractor and pulley; |     |
| 5.2.1.2. | - Reduce to a minimum the risk of the belts slipping when worn correctly;  |     |
| 5.2.1.3. | - Reduce to a minimum the risk of strap damage.  |     |

### Number and Location of Anchorages

|      |   |     |
|------|---|-----|
| 5.3. | Vehicle is fitted with at least the minimum number of anchorages for each seating position, as given in Annex 6 (reproduced below). | Yes |
|------|---|-----|



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#### MINIMUM NUMBER OF ANCHORAGE POINTS AND LOCATION OF LOWER ANCHORAGES

| Vehicle category                             | Forward-facing seating positions |                           |                           |                           | Rear-facing |
|--|----------------------------------|---------------------------|---------------------------|---------------------------|-------------|
|  | Outboard                         |                           | Centre                    |                           |             |
|  | Front                            | Other                     | Front                     | Other                     |             |
| M <sub>1</sub>                               | 3                                | 3                         | 3                         | 3                         | 2           |
| M <sub>2</sub> ≤ 3,5 tonnes                  | 3                                | 3                         | 3                         | 3                         | 2           |
| M <sub>3</sub> & M <sub>2</sub> > 3,5 tonnes | 3 ⊕                              | 3 or 2 $\frac{  }{\perp}$ | 3 or 2 $\frac{  }{\perp}$ | 3 or 2 $\frac{  }{\perp}$ | 2           |
| N <sub>1</sub>                               | 3                                | 3 or 2 ∅                  | 3 or 2 *                  | 2                         | 2           |
| N <sub>2</sub> & N <sub>3</sub>              | 3                                | 2                         | 3 or 2 *                  | 2                         | 2           |

Key to symbols:

- 2: two lower anchorages, which allow the installation of a safety-belt type B, or of safety-belts types Br, Br3, Br4m or Br4Nm, where required by the Consolidated Resolution on the Construction of Vehicles (R.E.3), Annex 13, Appendix 1.
- 3: two lower anchorages and one upper anchorage which allow the installation of a three-point safety-belt type A, or of safety-belts types Ar, Ar4m or Ar4Nm, where required by the Consolidated Resolution on the Construction of Vehicles (R.E.3), Annex 13, Appendix 1.
- ∅: refers to paragraph 5.3.3 (two anchorages permitted if a seat is inboard of a passageway).
- \*: refers to paragraph 5.3.4 (two anchorages permitted if the windscreen is outside reference zone).
- $\frac{||}{\perp}$ : refers to paragraph 5.3.5 (two anchorages permitted if nothing is in the reference zone).
- ⊕: refers to paragraph 5.3.7 (special provision for the upper deck of a vehicle).



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| Row 2       |                          | Anchorage         |                | Buckle Position |
|-------------|--------------------------|-------------------|----------------|-----------------|
|             |                          | Vehicle Structure | Seat Structure |                 |
| Left seat   | Lower anchorage outboard | Ar                |                |                 |
|             | Lower anchorage inboard  |                   | Ar             | Ar              |
|             | Upper anchorage          | Ar                |                |                 |
| Centre seat | Lower anchorage left*    |                   | Ar             | Ar              |
|             | Lower anchorage right*   |                   | Ar             |                 |
|             | Upper anchorage          |                   | Ar             |                 |
| Right seat  | Lower anchorage outboard | Ar                |                |                 |
|             | Lower anchorage inboard  |                   | Ar             | Ar              |
|             | Upper anchorage          | Ar                |                |                 |

Remarks:

Note: Complete tables using the following codes:

- 'A' for a three-point belt;
- 'B' for lap belts;
- 'C' or special-type belts; include details under 'Remarks';
- 'Ar', 'Br' or 'Sr' for belts with retractors.

In the case of side-facing seats, terms should be modified accordingly, e.g. 'forward' / 'rearward'.

\* In the case of rear-facing seats, 'left' and 'right' are in relation to the vehicle, not the seated occupant.

5.4.2.-5.4.3.

Effective upper and lower anchorages are located as required.

Yes

Note: Some critical measurements are recorded below. In addition to these, the centre planes of the seating positions must be correctly located with respect to the lower anchorages, and the upper anchorages must be correctly located laterally and longitudinally. In the case of M2 or M3 vehicles, the upper anchorage may be adjustable below the minimum height; if this allowance is used, details should be given in the remarks section at the end of this report."

A reduced dimension between effective lower anchorages of 240mm may be applied to the centre seat of M1/N1 vehicles where there are an odd number of seats in the row, and where that centre seat cannot be exchanged with any other seat.

| Row | Position | Range of Angles for Effective Anchorage (°) |        | Range of Heights from H-point to Effective Upper Anchorage (mm) | Separation of Lower Anchorages (mm) |
|-----|----------|---|--------|---|-------------------------------------|
|     |          | Non-buckle                                  | Buckle |   |                                     |

|   |        |            |  |  |  |
|---|--------|------------|--|--|--|
| 2 | Left   | As stage 1 |  |  |  |
|   | Centre |            |  |  |  |
|   | Right  |            |  |  |  |

Note: Table should be modified and/or extended, as necessary, to suit vehicle.



|        |  |     |
|--------|--|-----|
| 5.5.2. | All anchorages either:<br>- Have a threaded hole of 7/16 inch (20 UNF 2B)*<br><del>— Are fitted with safety belts by the vehicle manufacturer*</del> | Yes |
|--------|--|-----|

\*Strikethrough, as appropriate.

|        |  |     |
|--------|--|-----|
| 5.5.3. | It is possible to remove the safety belts without damaging the anchorages. | Yes |
|--------|--|-----|

## Anchorage Strength

### Test Set-up

|        |  |     |
|--------|--|-----|
| 6.1.2. | Seats are set to the most adverse 'use position'.<br>Details:<br>Fixed position, other than back angle | Yes |
|--------|--|-----|

|        |   |     |
|--------|---|-----|
| 6.1.2. | Adjustable seat backs are locked, as specified by the manufacturer or, in the absence of any such specification, to 25° for vehicles of categories M <sub>1</sub> and N <sub>1</sub> , and to 15° for vehicles of all other categories. | Yes |
|--------|---|-----|

|      |  |     |
|------|--|-----|
| 6.2. | Method used to secure vehicle is satisfactory and does not strengthen or stiffen structure around anchorages.<br><i>Note: Refer to paragraphs 6.2.1 to 6.2.3 in case of doubt.</i> | Yes |
|------|--|-----|

|        |  |     |
|--------|--|-----|
| 6.3.1. | All the belt anchorages of the same group of seats are tested simultaneously.<br><i>Note: If there is a risk that non-symmetrical loading of the seats and/or anchorages may lead to failures, an additional test may be carried out with non-symmetrical loading.</i> | Yes |
|--------|--|-----|

|        |  |     |
|--------|--|-----|
| 6.3.2. | Tractive force is applied at an angle of 5 - 15° above the horizontal, in a plane parallel to the median longitudinal plane of the vehicle. This should be measured with a 10 % preload. | Yes |
|--------|--|-----|

|        |   |     |
|--------|---|-----|
| 6.3.3. | Full application of the load is achieved as rapidly as possible and within a maximum load application time of 60 seconds. | Yes |
|--------|---|-----|

|        |  |     |
|--------|--|-----|
| 6.3.4. | Traction devices are designed in accordance with Annex 5. No belt preload beyond the minimum necessary for correct positioning of the devices is introduced to safety belt anchorages. | Yes |
|--------|--|-----|

|        |   |     |
|--------|---|-----|
| 6.3.4. | Traction device of either 254 mm or 406 mm used at each seating position is such that its width is closest to the lower anchorage separation. | Yes |
|--------|---|-----|

|        |   |     |
|--------|---|-----|
| 6.3.4. | Positioning of the devices avoids any mutual influences during the test that adversely affect the load and load distribution.<br><i>For example, the lower traction device should not act as a 'block' restricting backrest forward movement.</i> | Yes |
|--------|---|-----|



VCA  
& 7.1

Suitable means shall be provided to assess the maximum displacement of the anchorages **during** the test, including both the forward movement and height of the upper anchorage, and the separation of the lower anchorages.

Yes

#### Test Loads

6.4.

Loads applied are appropriate for the belt configuration and vehicle category, according to paragraphs 6.4.1 - 6.4.5.

Yes

6.4.6.

Rear-facing seats are tested using the forces prescribed for M<sub>3</sub>/N<sub>3</sub> vehicles, regardless of the actual vehicle category

NA

6.4.7.

Side-facing seats in M<sub>3</sub> vehicles are tested according to the provisions of paragraphs 6.4.7 - 6.4.8. Details attached as Annex.

NA

6.5.

Dynamic test used as alternative to quasi-static tests below. Details attached as Annex.

NA



## Test Results – Row 2 (T-12830)

6.4.4.

Where seats have anchorages wholly/partially within their structure,  
the appropriate additional load is applied according to the vehicle  
category.

Method: **Applied through lap belt**

Yes

| Seat<br>Position | Seat<br>Mass (kg)<br><sup>1</sup> | Loading<br>Point | Required<br>Load<br>(daN) | Actual Load<br>Held for 0.2<br>s (daN) <sup>2</sup> | Ram<br>Angles<br>(°) <sup>3</sup> |
|------------------|-----------------------------------|------------------|---------------------------|---|-----------------------------------|
|------------------|-----------------------------------|------------------|---------------------------|---|-----------------------------------|

|      |                   |                           |      |       |                  |
|------|-------------------|---------------------------|------|-------|------------------|
| Left | 38.4kg÷2<br>=19.2 | Torso                     | 1350 | ≥1350 | 10 ± 5           |
|      |                   | Lap                       | 1739 | ≥1727 | 10 ± 5           |
|      |                   | Seat inertia <sup>3</sup> |      |       | ~ 0 <sup>4</sup> |

Yes

|        |                   |                           |      |       |                  |
|--------|-------------------|---------------------------|------|-------|------------------|
| Centre | 38.4kg÷2<br>=19.2 | Torso                     | 1350 | ≥1350 | 10 ± 5           |
|        |                   | Lap                       | 1739 | ≥1727 | 10 ± 5           |
|        |                   | Seat inertia <sup>3</sup> |      |       | ~ 0 <sup>4</sup> |

Yes

|       |      |                           |      |       |                  |
|-------|------|---------------------------|------|-------|------------------|
| Right | 21.9 | Torso                     | 1350 | ≥1350 | 10 ± 5           |
|       |      | Lap                       | 1778 | ≥1780 | 10 ± 5           |
|       |      | Seat inertia <sup>3</sup> |      |       | ~ 0 <sup>4</sup> |

Yes

Notes: <sup>1</sup> Where any anchorages are located on seat structure. | <sup>2</sup> Optional.  
<sup>3</sup> Where separate ram used. | <sup>4</sup> 0 ± 5° recommended but not mandatory.

Time to load is maximum of 60 seconds:

~4.6 s

Time load held is minimum of 0.2 seconds:

~3 s

Yes

Remarks (condition of anchorages after test):

7.1. & 7.3.

Centre seat back deformed along with standard levels of deformation  
at other anchorages

7.1.

Dimensional requirements were maintained during test (i.e.  
separation of lower anchorages, height of upper anchorage).

Yes

7.1.1.

Forward displacement of the upper anchorages was not greater than  
allowed for the category of the vehicle.

Yes

Method of verification and measurements, where applicable:

String, video analysis tape measure. Outboard seat upper  
anchorage positioned on vehicle which clearly stayed behind H point  
plain throughout test. Centre seat upper anchorage movement is  
260mm (max permissible 325mm)

7.2.

Seat displacement and locking systems were still operable to permit  
occupants of all seats to leave the vehicle, where applicable.

Yes





Report Number: ESW527978      Issue: 1

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## Remarks

-

*Note: VCA apply measurement uncertainty to calibrated items but not test results.*

## Test Information



|                |                  |
|----------------|------------------|
| Test Number:   | T-12830          |
| Test Date:     | 3/10/2021        |
| Test Engineer: | Gavin Pike       |
| Test House:    | Static House     |
| Witness 1:     | Fraser Coulter   |
| Witness 2:     | Paul Nieuwenhuis |
| Regulations:   | Reg 14           |

|          |                 |
|----------|-----------------|
| Customer | Tripod Mobility |
| Address: | Collseweg 10    |
|          | 5674 TR Nuenen  |
|          | Netherlands     |
|          |                 |
|          |                 |
|          |                 |

### Test Objectives & Setup Details:

Static Pull on OEM Seats Row 2 to Reg 14 (Caddy Maxi)

| Test Parameters   |                 |                  |        |
|-------------------|-----------------|------------------|--------|
| Vehicle Category: | M1              | Ramp Time:       | 3.0 s  |
| Vehicle Type:     | Caddy Maxi      | Hold Time:       | 0.2 s  |
| Make:             | Volkswagon      | Total Test Time: | 10.0 s |
| Model:            | Long Wheel Base |                  |        |
| Also Known As:    | N/A             |                  |        |
| Adhesive Used:    | N/A             | Rearward Impact: | No     |

| Type                 | Variant           | Unwin ID | Last Calibration |
|----------------------|-------------------|----------|------------------|
| Load cell Cylinder 1 | Manufacturer code | UIG 260  | 9/15/2020        |
| Load cell Cylinder 2 | Manufacturer code | UIG 261  | 9/15/2020        |
| Load cell Cylinder 3 | Manufacturer code | UIG 262  | 9/15/2020        |
| Load cell Cylinder 4 | Manufacturer code | UIG 263  | 9/16/2020        |
| Load cell Cylinder 5 | Manufacturer code | UIG 264  | 9/15/2020        |
| Load cell Cylinder 6 | Manufacturer code | UIG 265  | 9/15/2020        |
| Load cell Cylinder 7 | Manufacturer code | UIG 266  | 9/16/2020        |
| Load cell Cylinder 8 | Manufacturer code | UIG 267  | 9/16/2020        |
| Load cell Cylinder 9 | Manufacturer code | UIG 268  | 9/16/2020        |
| Master Load Cell     | Manufacturer code | UIG 269  | 8/19/2020        |
| Inclinometer         | 01-900-020006     | UIG 246  | 8/19/2020        |



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# Seat Test Setup



|                |                  |
|----------------|------------------|
| Test Number:   | T-12830          |
| Test Date:     | 3/10/2021        |
| Test Engineer: | Gavin Pike       |
| Test House:    | Static House     |
| Witness 1:     | Fraser Coulter   |
| Witness 2:     | Paul Nieuwenhuis |

| Test Parameters       |        |
|-----------------------|--------|
| Ramp Time:            | 3.0 s  |
| Hold Time:            | 0.2 s  |
| Total Test Time:      | 10.0 s |
| Rearward Impact:      | No     |
| Vehicle Test Category | M1     |

| Tower 1     |                | Tower 2     |                | Tower 3     |            |
|-------------|----------------|-------------|----------------|-------------|------------|
| Make:       | Volkswagon     | Make:       | Volkswagon     | Make:       | Volkswagon |
| Model:      | OEM Double LHS | Model:      | OEM Double RHS | Model:      | OEM Single |
| Fixtures:   | OEM            | Fixtures:   | OEM            | Fixtures:   | OEM        |
| Anchorage:  | Bolted         | Anchorage:  | Bolted         | Anchorage:  | Bolted     |
| Floor Type: | BiW            | Floor Type: | BiW            | Floor Type: | BiW        |
| Mass (kg):  | 19 kg          | Mass (kg):  | 19 kg          | Mass (kg):  | 21 kg      |
| Other:      | 2nd Row        | Other:      | 2nd Row        | Other:      | 2nd Row    |

| Cylinder 1          | Torso Double | Cylinder 4          | Torso Double | Cylinder 7          | Torso Single |
|---------------------|--------------|---------------------|--------------|---------------------|--------------|
| Target Load:        | 1350 daN     | Target Load:        | 1350 daN     | Target Load:        | 1350 daN     |
| Upper Limit         | 1400 daN     | Upper Limit         | 1400 daN     | Upper Limit         | 1400 daN     |
| Lower Limit         | 1335 daN     | Lower Limit         | 1335 daN     | Lower Limit         | 1335 daN     |
| Preload             | 200 daN      | Preload             | 200 daN      | Preload             | 200 daN      |
| Upper Limit         | 250 daN      | Upper Limit         | 250 daN      | Lower Limit         | 250 daN      |
| Lower Limit         | 0 daN        | Lower Limit         | 0 daN        | Lower Limit         | 0 daN        |
| Tractive Rope Angle | 11.2 deg     | Tractive Rope Angle | 11.3 deg     | Tractive Rope Angle | 11.2 deg     |
| Cylinder 2          | Lap and CoG  | Cylinder 5          | Lap and CoG  | Cylinder 8          | Lap and      |
| Target Load:        | 1739 daN     | Target Load:        | 1739 daN     | Target Load:        | 1778 daN     |
| Upper Limit         | 1789 daN     | Upper Limit         | 1789 daN     | Upper Limit         | 1828 daN     |
| Lower Limit         | 1724 daN     | Lower Limit         | 1724 daN     | Lower Limit         | 1763 daN     |
| Preload             | 200 daN      | Preload             | 200 daN      | Preload             | 200 daN      |
| Upper Limit         | 250 daN      | Upper Limit         | 250 daN      | Upper Limit         | 250 daN      |
| Lower Limit         | 0 daN        | Lower Limit         | 0 daN        | Lower Limit         | 0 daN        |
| Tractive Rope Angle | 11.2 deg     | Tractive Rope Angle | 11.1 deg     | Tractive Rope Angle | 11.4 deg     |
| Cylinder 3          |              | Cylinder 6          |              | Cylinder 9          |              |
| Target Load:        | 0 daN        | Target Load:        | 0 daN        | Target Load:        | 0 daN        |
| Upper Limit         | 0 daN        | Upper Limit         | 0 daN        | Upper Limit         | 0 daN        |
| Lower Limit         | 0 daN        | Lower Limit         | 0 daN        | Lower Limit         | 0 daN        |
| Preload             | 0 daN        | Preload             | 0 daN        | Preload             | 0 daN        |
| Upper Limit         | 0 daN        | Upper Limit         | 0 daN        | Upper Limit         | 0 daN        |
| Lower Limit         | 0 daN        | Lower Limit         | 0 daN        | Lower Limit         | 0 daN        |
| Tractive Rope Angle | 0.0 deg      | Tractive Rope Angle | 0.0 deg      | Tractive Rope Angle | 0.0 deg      |

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## Post Test Observations According to Reg 14

|   |               |  |      |
|---|---------------|--|------|
| a | 6.3.1         | The load must be applied simultaneously across all the test objects  | Pass |
| b | 6.3.2         | The tractive force must be applied at an angle of 10 degrees +/- 5 degrees.  | Pass |
| c | 6.3.2         | A preload of 10% of the Target Load is to be applied   | Pass |
| d | 6.3.3         | The Target Load is to be applied as rapidly as possible with a maximum application time of 60s. However it is requested for the load to be achieved within 4s. | Pass |
| e | 6.3.3         | Load to be held across all active rams for a minimum of 0.2s.  | Pass |
| f | 6.4.1 / 6.4.2 | Target Loads were met for the class of vehicle at the correct tractive positions on the seat belt(s).  | Pass |

## During Test Observations According to Reg 14

|            | Test Subject | Target Loads | Peak Loads | Continuous Time | Pass /Fail |
|------------|--------------|--------------|------------|-----------------|------------|
| Cylinder 1 | Torso Double | 1350 daN     | 1597 daN   | 0.92 s          | Passed     |
| Cylinder 2 | Lap and CoG  | 1739 daN     | 2388 daN   | 0.83 s          | Passed     |
| Cylinder 4 | Torso Double | 1350 daN     | 1544 daN   | 1.40 s          | Passed     |
| Cylinder 5 | Lap and CoG  | 1739 daN     | 2501 daN   | 0.56 s          | Passed     |
| Cylinder 7 | Torso Single | 1350 daN     | 1570 daN   | 4.76 s          | Passed     |
| Cylinder 8 | Lap and CoG  | 1778 daN     | 2467 daN   | 1.43 s          | Passed     |

| Tower | Test Item  | Pass-Fail-N/A |
|-------|------------|---------------|
| 1     | Volkswagon | Pass          |
| 2     | Volkswagon | Pass          |
| 3     | Volkswagon | Pass          |

Floor Lift:

N/Amm

## Test Pass or Fail Overall

Passed

## Notes

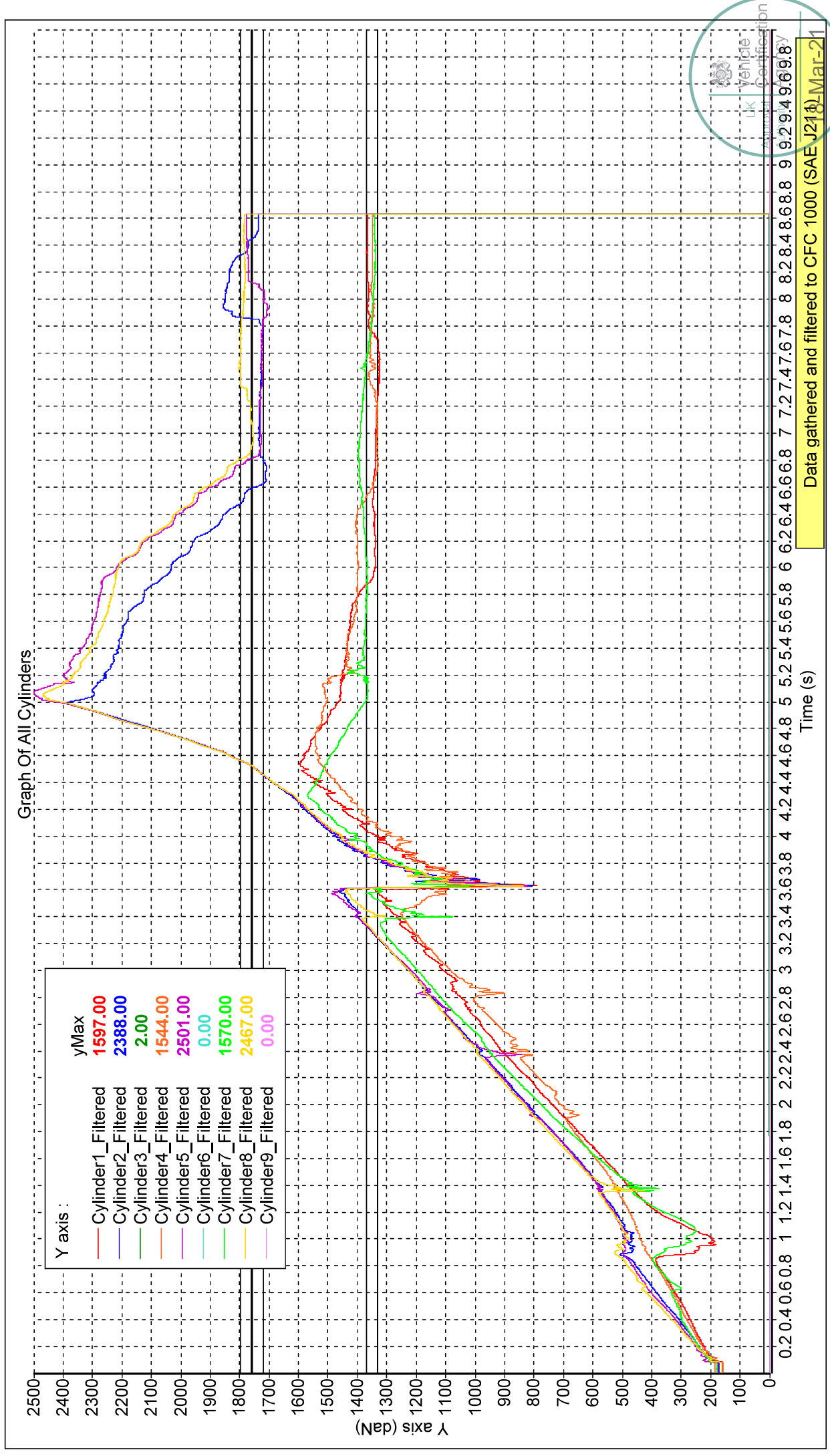
All held to the required forces for more than 0.2s



18-Mar-21

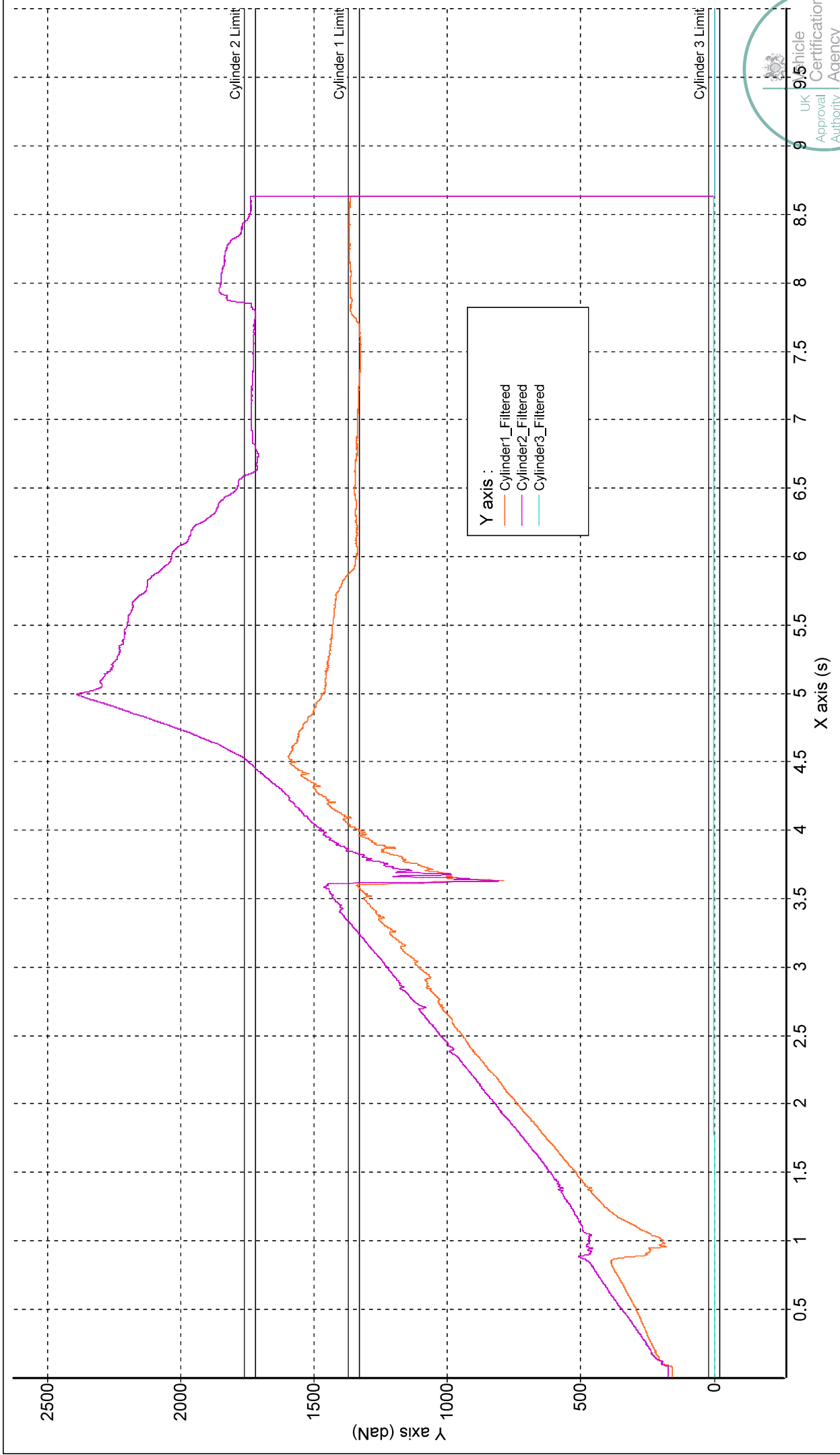
|              |           |
|--------------|-----------|
| Test Number: | T-12830   |
| Test Date:   | 3/10/2021 |

## Graph of all Used Cylinders



|              |           |
|--------------|-----------|
| Test Number: | T-12830   |
| Test Date:   | 3/10/2021 |

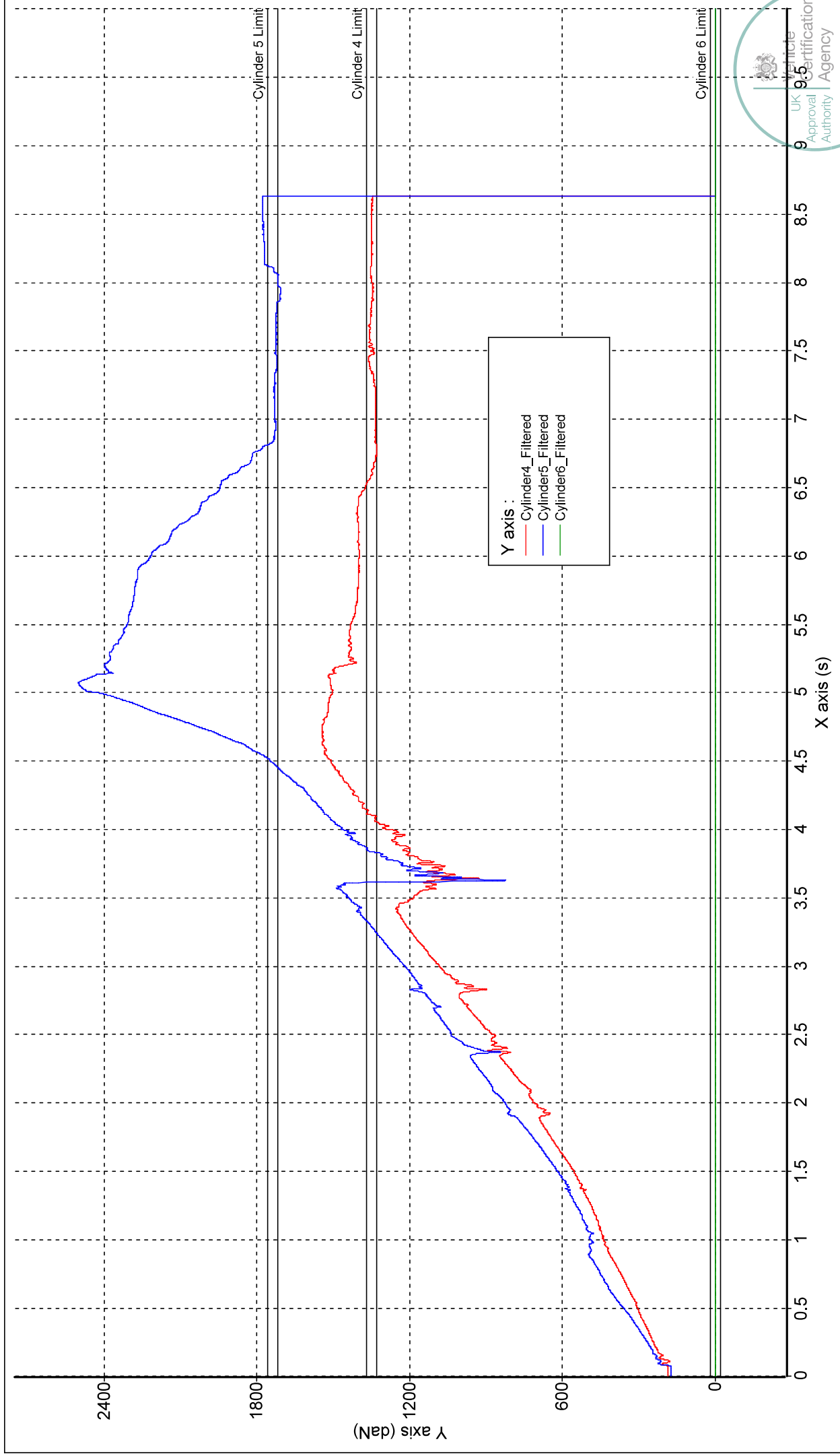
# Tower 1



Data gathered and filtered to CFC 1000 (SAE J2111)

|              |           |
|--------------|-----------|
| Test Number: | T-12830   |
| Test Date:   | 3/10/2021 |

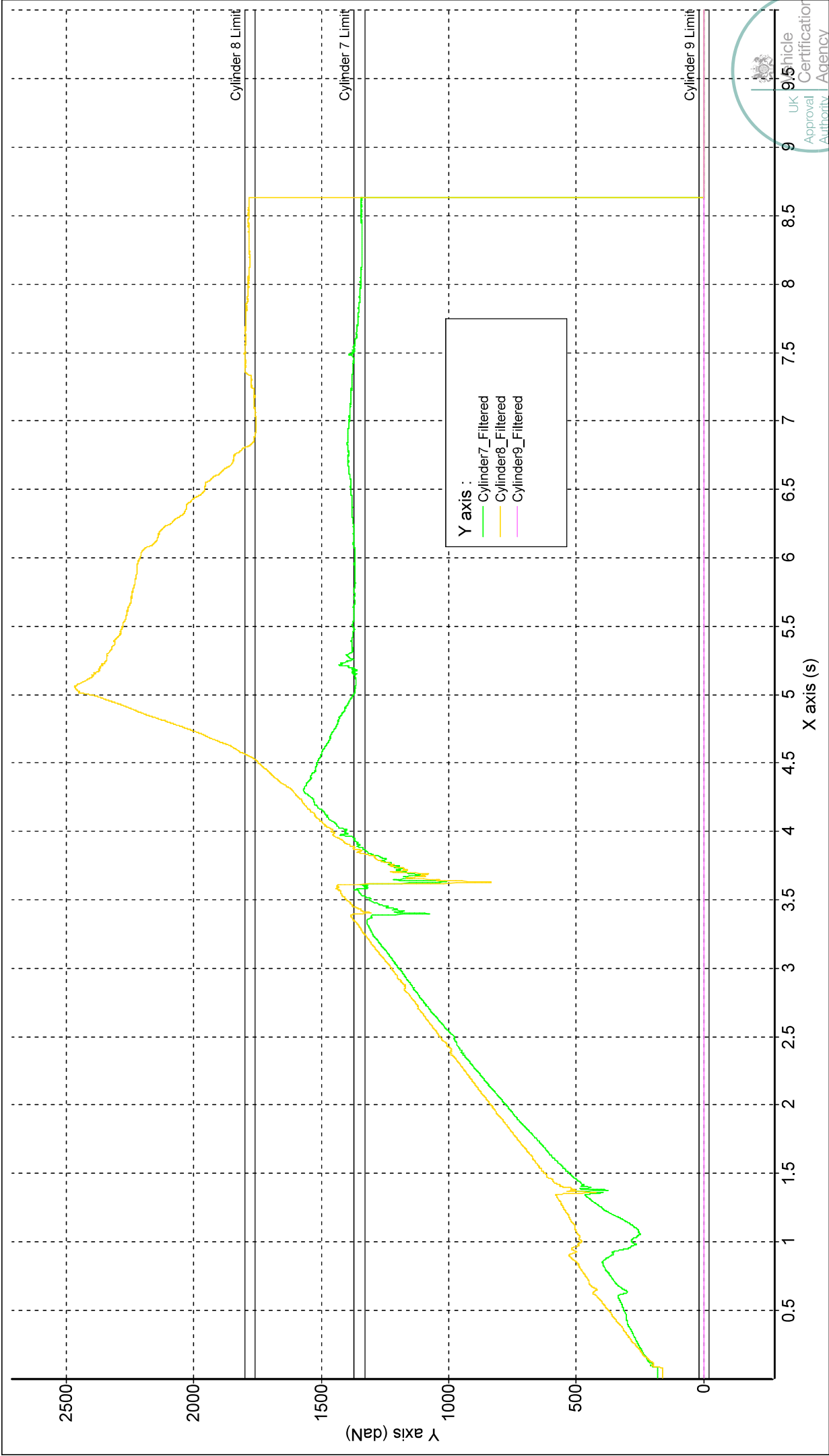
## Tower 2



Data gathered and filtered to CFC 1000 (SAE J211)

|              |           |
|--------------|-----------|
| Test Number: | T-12830   |
| Test Date:   | 3/10/2021 |

Tower 3



Data gathered and filtered to CFC 1000 (SAE J211)





Pre Test



Post Test