

THE NETHERLANDS

TEST REPORT

Concerning the approval of motor vehicles and their trailers in accordance with Regulation (EU) 2018/858, as last amended by Commission Delegated Regulation (EU) 2021/1445 and as implemented by Commission Regulation (EU) 2020/683.

Test report number : **RDW-2018/858-0120918**

0.1. Make : Peugeot / Citroën / Fiat / Opel / Vauxhall

0.2. Type : ETN

0.3. Category of vehicle : M1

0.3.1. Vehicle type produced in : large/~~small~~ series

0.3.2. Stage of completion : ~~complete~~/completed/incomplete

0.3.3. Procedure chosen for type-approval : ~~step-by-step~~/single-step/mixed

0.3.4. Multi-stage approval : yes/~~no~~
- stage : ~~base~~/2nd stage/3rd stage/...

0.4. Name and address of the manufacturer : Tripod Mobility B.V.
Collseweg 10
5674 TR Nuenen
The Netherlands

General : The vehicle type as described in the document below has been inspected in accordance with the requirements laid down in the above-mentioned regulation. See documentation: "ETN-2018/858-00149" dated 5 October 2022

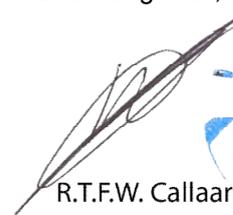
Tests : The tests have been carried out according to the above-mentioned regulation. The tested vehicle is representative in terms of the type to be approved.

Conclusion : The type of vehicle does comply with the stated requirements of the above-mentioned regulation.

Tests conducted on : 12 October 2022

By : R.T.F.W. Callaars, A. Kijk in de Vegte, S.D. Hulscher

Zoetermeer (NL), 12 October 2022
The test engineer,



R.T.F.W. Callaars



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Test report number: RDW-2018/858-0120918

Reason for testing

1st Stage vehicle modified to wheelchair accessible vehicle

Explanation of modification(s)

The base vehicle as mentioned in Annex II of this test report has been modified to a wheelchair accessible vehicle with a lowered floor behind the 2nd seating row.

Worst case description

Single vehicle selection: All modified items have been checked

General information of the representative test object

Make of the vehicle : Peugeot
Type of the vehicle : ETN
- variant : PF
- version : YHT2-E2B030-20S
Vehicle Identification Number : VR3EFYHT2NN518898
Vehicle category : M1

General test information

Inspected by : R.T.F.W. Callaars, A. Kijk in de Vegte, S.D. Hulscher
Place : Zoetermeer (The Netherlands)
Date : 12 October 2022

Used test equipment

Item	Required accuracy	Identification
--		

Remarks

--



General requirements

article 28

EU type-approval certificate

The EU type-approval certificate shall contain the following attachments:

- (a) the information package : pass
- (b) the test results sheet : pass
- (c) the name and the specimen of the signature of the person or persons authorised to sign the certificates of conformity and a statement of their position in the company : pass
- (d) a filled-out specimen of the certificate of conformity of the vehicle type : pass



Annex I	General definitions, criteria for vehicle categorisation, type of vehicle and types of bodywork	
2.	General provisions	
2.1.	Number of seating positions ⁽¹⁾	
2.1.1.	The requirements regarding the number of seating positions apply to seats that are designed for use when the vehicle is travelling on the road	
	- Number of seating positions	: 3-7
2.1.2.	They do not apply to seats that are designed for use when the vehicle is stationary and which are clearly identified to users either by means of a pictogram or a sign with an appropriate text	
	- Are there seat(s) designated for use only when the vehicle is stationary	: no
	- Location of these seating positions	: --
2.1.3.	The following requirements apply for the counting of the seating positions:	
	(a) each individual seat shall be counted as one seating position	: pass
	(b) in the case of a bench seat, any space having a width of at least 400 mm measured at the seat cushion level shall be counted as one seating position ⁽²⁾	: pass
	(c) however, a space as referred to in point (b) shall not be counted as one seating position where:	
	(i) the bench seat includes features that prevent the bottom of the manikin from sitting in a natural way - for example: the presence of a fixed console box, an unpadded area or an interior trim interrupting the nominal seating surface	: N/A
	(ii) the design of the floor pan located immediately in front of a presumed seating position (for example the presence of a tunnel) prevents the feet of the manikin from being positioned in a natural way	: N/A
2.1.4.	With respect to vehicles covered by UNECE R66 and UNECE R107, the dimension referred to in item 2.1.3(b) shall be aligned with the minimum space required for one person in relation to the various classes of vehicles	: N/A
2.1.5.	When seat anchors for a removable seat are present in a vehicle, the removable seat shall be counted in the determination of the number of the seating positions	: N/A
2.1.6.	An area intended for an occupied wheelchair shall be regarded as one seating position	: pass
2.1.6.1.	This provision shall be without prejudice to the requirements of paragraphs 3.6.1 and 3.7 of Annex8 to UNECE R107	: N/A

⁽¹⁾ 'Seating position' means any location capable of accommodating one person seated who is at least as large as:

(a) the manikin of the 50th percentile adult male in the case of the driver;

(b) the manikin of the 5th percentile adult female in all other cases.

⁽²⁾ This condition shall not prevent the manufacturer from using the general provisions as mentioned in footnote (1).

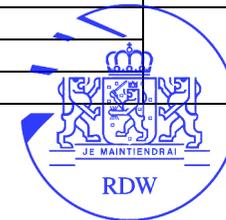
Test report number: RDW-2018/858-0120918

- 2.2. Maximum mass
- 2.2.1. In the case of a tractor unit for semi-trailer, the maximum mass to be considered for classifying the vehicle shall include the maximum mass of the semi-trailer borne by the fifth wheel coupling : N/A
- 2.2.2. In the case of a motor vehicle that can tow a centre-axle trailer or a rigid drawbar trailer, the maximum mass to be considered for classifying the motor vehicle shall include the maximum mass transferred to the towing vehicle by the coupling : N/A
- 2.2.3. In the case of a semi-trailer, a centre-axle trailer and a rigid drawbar trailer, the maximum mass to be considered for classifying the vehicle shall correspond to the maximum mass transmitted to the ground by the wheels of an axle or group of axles when coupled to the towing vehicle : N/A
- 2.2.4. In the case of a converter dolly, the maximum mass to be considered for classifying the vehicle shall include the maximum mass of the semi-trailer borne by the fifth wheel coupling : N/A
- 2.3. Special equipment
- 2.3.1. Vehicles fitted primarily with fixed equipment such as machinery or apparatus shall be regarded as N or O category : N/A



Annex II Requirements for the purpose of EU Type-Approval of vehicles

No.	Item	Approval Number / test report number	Variant/Version	Vehicle category
				M1
1A	Sound level	RDW-51R-0116010	??????-A/B/C/D/E/F????-???	X ⁽³⁾⁽⁴⁾
		--		
2A	Emissions (Euro 5 and Euro 6) light duty vehicles/access to information	See 1 st stage: e2*2007/46*0623*21	O?????-E/F????-???	X ⁽³⁾⁽⁵⁾
		See 1 st stage: e2*2007/46*0625*21	P?????-E/F????-???	
		--		
3A	Prevention of fire risks (liquid fuel tanks)	RDW-34R-0098774	??????-A/B/C/D/E/F????-???	X ⁽⁶⁾
		--		
3B	Rear underrun protective devices (RUPDs) and their installation; rear underrun protection (RUP)	RDW-58R-0071711	??????-A/B/C/D/E/F????-???	X
		--		
4A	Space for mounting and fixing rear registration plates	See 1 st stage: e2*2007/46*0623*21	O?????-E/F????-???	X
		See 1 st stage: e2*2007/46*0625*21	P?????-E/F????-???	
		--		
5A	Steering equipment	See 1 st stage: e2*2007/46*0623*21	O?????-E/F????-???	X ⁽³⁾
		See 1 st stage: e2*2007/46*0625*21	P?????-E/F????-???	
		--		
6A	Vehicle access and manoeuvrability (steps, running boards and handholds)	See 1 st stage: e2*2007/46*0623*21	O?????-E/F????-???	X
		See 1 st stage: e2*2007/46*0625*21	P?????-E/F????-???	
		--		
6B	Door latches and door retention components	RDW-11R-0071703	??????-A/B/C/D/E/F????-???	X
		--		
7A	Audible warning devices and signals	See 1 st stage: e2*2007/46*0623*21	O?????-E/F????-???	X
		See 1 st stage: e2*2007/46*0625*21	P?????-E/F????-???	
		--		
8A	Devices for indirect vision and their installation	See 1 st stage: e2*2007/46*0623*21	O?????-E/F????-???	X
		See 1 st stage: e2*2007/46*0625*21	P?????-E/F????-???	
		--		



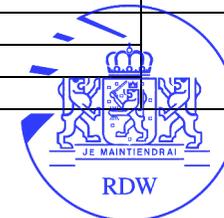
⁽³⁾ In case of multi-stage type-approval, requirements according to the category of the base/incomplete vehicle (e.g. the chassis of which was used to build the special purpose vehicle) may also be used.

⁽⁴⁾ Modification of the exhaust system length is permitted without the need for retesting, provided that the exhaust back pressure remains similar.

⁽⁵⁾ Modification in the exhaust system is permitted without any further test of tailpipe emissions and CO₂/fuel consumption provided that the emission control devices, including particulate filters (if any), are not affected. If the evaporative control devices are kept as fitted by the manufacturer of the base vehicle, no new evaporative test is required on the modified vehicle. An EU type approval granted to the most representative base vehicle remains valid irrespective of change in the reference mass.

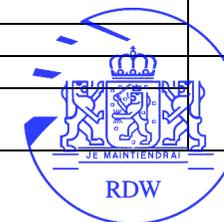
⁽⁶⁾ Modification of the routing, length of the refuelling duct, fuel hoses and fuel vapour pipes is permitted without further test. Re-location of the original fuel tank is permitted provided all requirements are met. However, further testing in accordance with Annex 5 to UN Regulation No 34 are not required.

No.	Item	Approval Number / test report number	Variant/Version	Vehicle category
				M1
9B	Braking of passenger cars	See 1 st stage: e2*2007/46*0623*21	O?????-E/F?????-???	X ⁽³⁾⁽⁷⁾
		See 1 st stage: e2*2007/46*0625*21	P?????-E/F?????-???	
		--		
10A	Electromagnetic compatibility	See 1 st stage: e2*2007/46*0623*21	O?????-E/F?????-???	X
		See 1 st stage: e2*2007/46*0625*21	P?????-E/F?????-???	
		--		
12A	Interior fittings	RDW-21R-0120920	?????-A/B/C/D/E/F?????-???	X ⁽³⁾⁽⁸⁾⁽⁹⁾
		--		
13B	Protection of motor vehicles against unauthorised use	See 1 st stage: e2*2007/46*0623*21	O?????-E/F?????-???	X
		See 1 st stage: e2*2007/46*0625*21	P?????-E/F?????-???	
		--		
14A	Protection of the driver against the steering mechanism in the event of impact	See 1 st stage: e2*2007/46*0623*21	O?????-E/F?????-???	X ⁽³⁾
		See 1 st stage: e2*2007/46*0625*21	P?????-E/F?????-???	
		--		
15A	Seats, their anchorages and any head restraints	RDW-17R-0103778	?????-A/B/C/D/E/F?????-???	X ⁽⁸⁾⁽¹⁰⁾
		--		
16A	External projections	RDW-26R-0071708	?????-A/B/C/D/E/F?????-???	X ⁽³⁾⁽¹¹⁾
		--		
17A	Vehicle access and manoeuvrability (reverse gear)	See 1 st stage: e2*2007/46*0623*21	O?????-E/F?????-???	X
		See 1 st stage: e2*2007/46*0625*21	P?????-E/F?????-???	
		--		
17B	Speedometer equipment including its installation	See 1 st stage: e2*2007/46*0623*21	O?????-E/F?????-???	X
		See 1 st stage: e2*2007/46*0625*21	P?????-E/F?????-???	
		--		



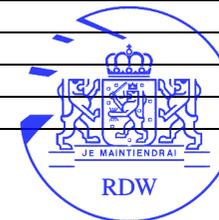
- ⁽⁷⁾ The fitting of ESC is not mandatory. In the case of multi-stage type-approvals, where the modifications made at a particular stage are likely to affect the function of the base vehicle's ESC system, the manufacturer may either disable the system or demonstrate that the vehicle has not been rendered unsafe or unstable. This may be demonstrated, e.g., by performing rapid double lane-change manoeuvres in each direction at 80 km/h with sufficient severity to cause intervention by the ESC system. These interventions are to be well-controlled and should improve the stability of the vehicle. The technical service has the right to request further testing if deemed necessary.
- ⁽⁸⁾ Footnote 3 may be applied to those fittings in the interior of the vehicle that are not significantly affected by the modification, however, any added or modified fittings in the interior shall comply with the requirements as applicable for vehicle category M1.
- ⁽⁹⁾ Application limited to that part of the vehicle in front of the rearmost seat designated for normal use where the vehicle is used on a public road and also limited to the head impact zone as defined in the relevant regulatory act.
- ⁽¹⁰⁾ The longitudinal plane of the intended wheelchair-travelling position should be parallel to the longitudinal plane of the vehicle. Appropriate information is to be made available to the vehicle owner that, in order to withstand the forces transmitted by the tie-down mechanism during the various driving conditions, a wheelchair with a structure meeting the relevant part of ISO 7176-19:2008 is recommended. The seats of the vehicle may be adapted without further testing, provided it can be demonstrated to the technical service that their anchorages, mechanisms and head restraints provide the same level of performance. The luggage retention requirements set out in UN Regulation No 17 do not apply.
- ⁽¹¹⁾ Compliance with the relevant regulatory act(s) is required for the boarding aids when in the resting position.

No.	Item	Approval Number / test report number	Variant/Version	Vehicle category
				M1
18A	Manufacturer's statutory plate and VIN	See 1 st stage: e2*2007/46*0623*21	O?????-E/F?????-???	X
		See 1 st stage: e2*2007/46*0625*21	P?????-E/F?????-???	
		--		
19A	Safety-belt anchorages	RDW-14R-0103777	?????-A/B/C/D/E/F?????-???	X ⁽¹²⁾
		--		
	Isofix anchorages and Isofix top tether	RDW-145R-0116011	?????-A/B/C/D/E/F?????-???	
20A	Installation of lighting and light-signalling devices on vehicles	See 1 st stage: e2*2007/46*0623*21	O?????-E/F?????-???	X
		See 1 st stage: e2*2007/46*0625*21	P?????-E/F?????-???	
		--		
21A	Retro-reflecting devices for power-driven vehicles and their trailers	See item 20A		X
		--		
22A	Front and rear position lamps, stop-lamps and end-outline marker lamps for motor vehicles and their trailers	See item 20A		X
		--		
22B	Daytime running lamps for power-driven vehicles	See item 20A		X
		--		
22C	Side-marker lamps for motor vehicles and their trailers	See item 20A		X
		--		
23A	Direction indicators for power-driven vehicles and their trailers	See item 20A		X
		--		
24A	Illumination of rear-registration plates of power-driven vehicles and their trailers	See item 20A		X
		--		
25A	Power-driven vehicle's sealed-beam head-lamps (SB) emitting an European asymmetrical passing beam or a driving beam or both	See item 20A		X
		--		
25B	Filament lamps for use in approved lamp units of power-driven vehicles and their trailers	See item 20A		X
		--		
25C	Motor vehicle headlamps equipped with gas-discharge light sources	See item 20A		X
		--		
25D	Gas-discharge light sources for use in approved gas-discharge lamp units of power-driven vehicles	See item 20A		X
		--		



⁽¹²⁾ Each wheelchair location is to be provided with anchorages to which a wheelchair tie-down and occupant restraint system (WTORS) is to be fitted, and that complies with the additional provisions for testing the wheelchair tie-down and occupant restraint system set out in Appendix 3 of Annex II of 2018/858.

No.	Item	Approval Number / test report number	Variant/Version	Vehicle category
				M1
25E	Motor vehicle headlamps emitting an asymmetrical passing beam or a driving beam or both and equipped with filament lamps and/or LED modules	See item 20A		X
		--		
25F	Adaptive front-lighting systems (AFS) for motor vehicles	See item 20A		X
		--		
26A	Power-driven vehicle front fog lamps	See item 20A		X
		--		
27A	Towing device	See 1 st stage: e2*2007/46*0623*21	O?????-E/F????-???	X ⁽¹³⁾
		See 1 st stage: e2*2007/46*0625*21	P?????-E/F????-???	
		--		
28A	Rear fog lamps for power-driven vehicles and their trailers	See item 20A		X
		--		
29A	Reversing lights for power-driven vehicles and their trailers	See item 20A		X
		--		
30A	Parking lamps for power-driven vehicles	See item 20A		X
		--		
31A	Safety-belts, restraint systems, child restraint systems and Isofix child restraint systems	RDW-16R-0109236	?????-A/B/C/D/E/F????-???	X ⁽¹⁴⁾
		--		
		--		
32A	Forward field of vision	N/A; base vehicle N1		X ⁽³⁾
		--		
33A	Location and identification of hand controls, tell-tales and indicators	See 1 st stage: e2*2007/46*0623*21	O?????-E/F????-???	X
		See 1 st stage: e2*2007/46*0625*21	P?????-E/F????-???	
		--		
34A	Windscreen defrosting and demisting systems	N/A; base vehicle N1		X ⁽³⁾⁽¹⁵⁾
		--		
35A	Windscreen wiper and washer systems	N/A; base vehicle N1		X ⁽³⁾⁽¹⁶⁾
		--		



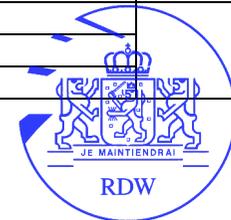
⁽¹³⁾ Front only.

⁽¹⁴⁾ Each wheelchair location is to be provided with an occupant restraint belt that complies with the additional provisions for testing the wheelchair tie down and occupant restraint system of set out in Appendix 3. When, due to the conversion, anchorage points for the safety belts need to be moved outside the tolerance provided for in paragraph 7.7.1 of UN Regulation No 16.06, the technical service is to check whether the alteration constitutes a worst case or not. If that is the case, the test provided for in paragraph 7.7.1. of UN Regulation No 16.06 is to be performed. Extension to the EU type-approval does not need to be issued. The test may be performed using components that have not undergone the conditioning test prescribed by UN Regulation No 16.06.

⁽¹⁵⁾ Vehicles of categories other than M1 do not need to fully comply with Regulation (EU) No. 672/2010 but shall be fitted with a windscreen defrosting and demisting device.

⁽¹⁶⁾ Vehicles of categories other than M1 do not need to fully comply with Regulation (EU) No.1008/2010 but shall be fitted with a windscreen washing and wiping device.

No.	Item	Approval Number / test report number	Variant/Version	Vehicle category
				M1
36A	Heating systems	See 1 st stage: e2*2007/46*0623*21	O?????-E/F????-???	X
		See 1 st stage: e2*2007/46*0625*21	P?????-E/F????-???	
		--		
37A	Wheel guards	N/A; base vehicle N1		X ⁽³⁾
		--		
38A	Head restraints (headrests), whether or not incorporated in vehicle seats	N/A		X
41A	Emissions (Euro VI) heavy duty vehicles	N/A		X ⁽¹⁷⁾⁽¹⁸⁾
		--		
44A	Masses and dimensions	RDW-1230/2012-0120919	?????-A/B/C/D/E/F????-???	X ⁽¹⁹⁾
		--		
45A	Safety glazing materials and their installation on vehicles	See 1 st stage: e2*2007/46*0623*21	O?????-E/F????-???	X ⁽³⁾
		See 1 st stage: e2*2007/46*0625*21	P?????-E/F????-???	
		--		
46A	Installation of tyres	See 1 st stage: e2*2007/46*0623*21	O?????-E/F????-???	X
		See 1 st stage: e2*2007/46*0625*21	P?????-E/F????-???	
		--		
46B	Pneumatic tyres for motor vehicles and their trailers (Class C1)	See item 46A		X
		--		
46D	Tyre rolling sound emissions, adhesion on wet surfaces and rolling resistance (Classes C1, C2 and C3)	See item 46A		X
		--		
46E	Temporary-use spare unit, run-flat tyres/system and tyre pressure monitoring system	See item 46A		X ⁽³⁾⁽²⁰⁾
		--		
50A	Mechanical coupling components of combinations of vehicles	See 1 st stage: e2*2007/46*0623*21	O?????-E/F????-???	X ⁽²¹⁾
		See 1 st stage: e2*2007/46*0625*21	P?????-E/F????-???	
		--		



⁽¹⁷⁾ For vehicles with a reference mass exceeding 2 610 kg which are not type-approved (at the manufacturer's request and provided their reference mass does not exceed 2840 kg) under Regulation (EC) No 715/2007.

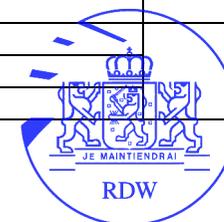
⁽¹⁸⁾ Modification in the exhaust system is permitted without any further test of tailpipe emissions and CO₂/fuel consumption provided that the emission control devices, including particulate filters (if any), are not affected. If the evaporative control devices are kept as fitted by the manufacturer of the base vehicle, no new evaporative test is required on the modified vehicle. An EU type approval granted to the most representative base vehicle remains valid irrespective of change in the reference mass.

⁽¹⁹⁾ For the purposes of calculations, the mass of the wheel-chair including the user is assumed to be 160 kg. The mass is to be concentrated at the P point of the surrogate wheelchair in its travelling position declared by the manufacturer. Any limitation in the passenger capacity resulting from the use of wheelchair(s) is to be recorded in the owner's handbook, on side 2 of the EU type-approval certificate and in the certificate of conformity.

⁽²⁰⁾ Applies only if vehicles are fitted with equipment covered by UN Regulation No 64. However, tyre pressure monitoring system is compulsory in accordance with Article 5(1) of Regulation (EU) 2019/2144.

⁽²¹⁾ Applies only to vehicles equipped with coupling(s)

No.	Item	Approval Number / test report number	Variant/Version	Vehicle category
				M1
53A	Protection of occupants in the event of a frontal collision	N/A --		
54A	Protection of occupants in the event of lateral collision	N/A --		
55A	Pole side impact	N/A --		
58	Pedestrian protection	See 1 st stage: e2*2007/46*0623*21 See 1 st stage: e2*2007/46*0625*21 --	O?????-E/F?????-??? P?????-E/F?????-??? --	X ⁽³⁾
59	Recyclability	N/A --		
61	Air-conditioning systems	See 1 st stage: e2*2007/46*0623*21 See 1 st stage: e2*2007/46*0625*21 --	O?????-E/F?????-??? P?????-E/F?????-??? --	X ⁽³⁾
62	Hydrogen system	N/A; not equipped --		X
63	General Safety	See 1 st stage: e2*2007/46*0623*21 See 1 st stage: e2*2007/46*0625*21 --	O?????-E/F?????-??? P?????-E/F?????-??? --	X ⁽²²⁾
64	Gear shift indicators	N/A; base vehicle N1 --		X ⁽³⁾
67	Specific components for liquefied petroleum gases (LPG) and their installation on motor vehicles	N/A; not equipped --		X
68	Vehicle alarm systems (VAS)	N/A; not equipped --		X
69	Electric safety	N/A; not equipped --		X
70	Specific components for CNG and their installation on motor vehicles	N/A; not equipped --		X
72	eCall system	See 1 st stage: e2*2007/46*0623*21 See 1 st stage: e2*2007/46*0625*21 --	O?????-E/F?????-??? P?????-E/F?????-??? --	X ⁽³⁾



⁽²²⁾ Compliance with Regulation (EU) 2019/2144 is mandatory. However, type-approval under this specific item is not envisaged as it merely represents the collection of individual items listed elsewhere in the table that make reference to Regulation (EU) 2019/2144.

Annex III Procedures to be followed with respect to EU Type-Approval

2. Type-approval procedure

When receiving an application for vehicle type-approval, the approval authority shall:

- (a) verify that all EU type-approval certificates issued pursuant to the regulatory acts as listed in Annex II which are applicable for vehicle type-approval cover the type of vehicle and correspond to the prescribed requirements : pass
- (b) make sure that the vehicle specifications and data are included in the data in the information packages and in the EU type-approval certificates issued in accordance with the relevant regulatory acts : pass
- (c) when an item number is not included in the information package as provided for in any of the regulatory acts, confirm that the relevant part or characteristic conforms to the particulars in the information folder : pass
- (d) on a selected sample of vehicles from the type to be approved carry out or arrange to be carried out inspections of vehicle parts and systems to verify that the vehicle or vehicles are built in accordance with the relevant data contained in the authenticated information package in respect of the relevant EU type-approval certificates : pass
- (e) carry out or arrange to be carried out relevant installation checks in respect of separate technical units, where applicable : pass
- (f) carry out or arrange to be carried out necessary checks in respect of the presence of the devices provided for in explanatory notes 1 and 2 of Part I of Annex II, where applicable : N/A
- (g) carry out or arrange to be carried out necessary checks in order to ensure that the requirements set out in explanatory note 5 of Part I of Annex II are fulfilled : N/A

3. Combination of technical specifications

The number of vehicles to be submitted shall be sufficient to permit the proper check of the various combinations to be type-approved according to the following criteria:

Technical specifications	Vehicle category									
	M1	M2	M3	N1	N2	N3	O1	O2	O3	O4
Tested category	↓									
Engine	X	X	X	X	X	X	--	--	--	--
Gearbox	X	X	X	X	X	X	--	--	--	--
Number of axles	--	X	X	X	X	X	X	X	X	X
Powered axles (number, position, interconnection)	X	X	X	X	X	X	--	--	--	--
Steered axles (number and position)	X	X	X	X	X	X	X	X	X	X
Body styles	X	X	X	X	X	X	X	X	X	X
Number of doors	X	X	X	X	X	X	X	X	X	X
Hand of drive	X	X	X	X	X	X	--	--	--	--
Number of seats	X	X	X	X	X	X	--	--	--	--
Level of equipment	X	X	X	X	X	X	--	--	--	--



4. Specific provisions

Where no approval certificates as provided for in the relevant regulatory acts are available, the approval authority shall:

- (a) arrange for the necessary tests and checks as required by each of the relevant regulatory acts : N/A
- (b) verify that the vehicle conforms to the particulars in the information folder and that it meets the technical requirements of each of the relevant regulatory acts : N/A
- (c) carry out or arrange to be carried out relevant installation checks in respect of separate technical units, where applicable : N/A
- (d) carry out or arrange to be carried out necessary checks in respect of the presence of the devices provided for in explanatory notes 1 and 2 of Part I of Annex II of Regulation (EU) 2018/858 where applicable : N/A
- (e) carry out or arrange to be carried out necessary checks in order to ensure that the requirements set out in explanatory note 5 of Part I of Annex II of Regulation (EU) 2018/858 are fulfilled : N/A



Annex X	Access to vehicle OBD information and vehicle repair and maintenance information	
2.1.	A manufacturer shall put in place the necessary arrangements and procedures to ensure that vehicle OBD information and vehicle repair and maintenance information is accessible through websites using a standardised format in a readily accessible and prompt manner, and in a manner which is non-discriminatory compared to the provisions given or access granted to authorised dealers and repairers	: pass
2.2.	An approval authority shall only grant type-approval after receiving from the manufacturer a certificate on access to vehicle OBD information and vehicle repair and maintenance information	: see attachment 1
2.3.	The certificate on access to vehicle OBD information and vehicle repair and maintenance information shall serve as the proof of compliance with Article 64 of Regulation (EU) 2018/858	: pass
3.	Multi-stage type-approval	
3.1.	In the case of a multi-stage type-approval, the final manufacturer shall be responsible for providing access to vehicle OBD information and vehicle repair and maintenance information regarding its own manufacturing stage(s) and the link to the previous stage(s)	: pass
3.2.	In addition, the final manufacturer shall on its website provide independent operators with the following information:	: pass
3.2.1.	the website address of the manufacturer(s) responsible for the previous stage(s)	: pass
3.2.2.	the name and address of all the manufacturers responsible for the previous stage(s)	: pass
3.2.3.	the type-approval number(s) of the previous stage(s)	: pass
3.2.4.	the engine number	: N/A
4.	Customer adaptations	
4.1.	By derogation from point 2, if the number of systems, components or separate technical units subject to a specific customer adaptation is lower than 250 units produced worldwide, repair and maintenance information for the customer adaptation shall be provided in a readily accessible and prompt manner, and in a manner which is non-discriminatory compared to the provisions given or access granted to authorised dealers and repairers	: not apply
5.	Small volume manufacturers	
5.1.	By derogation from point 2, manufacturers whose worldwide annual production of a type of vehicle, system, component or separate technical unit subject to this Regulation is for vehicles of category M1 and N1 less than 1000 vehicles or for vehicles of category M2, M3, N2, N3 and O less than 250 units, shall provide access to vehicle repair and maintenance information in a readily accessible and prompt manner, and in a manner that is non-discriminatory compared to the provisions given or access granted to authorised dealers and repairers	: not apply



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6. (article 61(3)) However, in the following cases, it shall be sufficient that the manufacturer provides the required information promptly in an easily accessible manner when an independent operator so requests:
- (a) for vehicle types covered by a national type-approval of vehicles produced in small series as referred to in Article 42 of Regulation (EU) 2018/858 : N/A
 - (b) for special purpose vehicles : pass
 - (c) for vehicle types of categories O1 and O2 that do not use diagnostic tools or a physical or wireless communication with the on-board electronic control unit or units for the purpose of diagnostics or reprogramming of their vehicles : N/A
 - (d) for the final stage of type-approval in a multi-stage type-approval procedure, where the final stage only covers bodywork which does not contain electronic vehicle control systems, and all electronic vehicle control systems of the base vehicle remain unchanged : pass



Appendix Additional requirements for testing the wheelchair tie down and occupant restraint system (according Annex II, part III, Appendix 3)

1. General requirements

1.1. Each wheelchair location shall be provided with anchorages to which a wheelchair tie-down and occupant restraint system (WTORS) shall be fitted. : pass

1.2. The wheelchair occupant's lower belt anchorages shall be located in accordance with UN Regulation No 14.07, paragraph 5.4.2.2, relative to Point P on the SWC, when placed in the travelling position designated by the manufacturer. The upper actual anchorage(s) shall be located at least 100 mm above the horizontal plane passing through the points of contact between the rear tyres of the SWC and the vehicle floor. That condition shall still be satisfied after the test carried out in accordance with point 2 of this Appendix. : pass

1.3. An assessment shall be made of the WTORS occupant belt to ensure compliance with the UN Regulation No 16.06, paragraphs 8.2.2 to 8.2.2.4 and 8.3.1 to 8.3.4. : pass

1.4. The minimum number of ISOFIX child seat anchorages need not to be provided. In the case of a multi-stage type-approval where an ISOFIX anchorage system has been affected by the conversion, either the system shall be re-tested or the anchorages shall be rendered unusable. In the latter case the ISOFIX labels shall be removed and appropriate information shall be given to the vehicle purchaser. : pass

2. Static in-vehicle testing

2.1. Wheelchair occupant restraint anchorages

2.1.1. The wheelchair occupant restraint anchorages shall resist the static forces prescribed for occupant restraint anchorages in UN Regulation No 14.07, simultaneously with the static forces applied to the wheelchair tie-down anchorages as specified in point 2.2. of this Appendix. : pass; see RDW-14R-0103777

2.2. Wheelchair tie-down anchorages

The wheelchair tie-down anchorages shall resist the following forces, for at least 0,2 seconds, applied via the SWC (or a suitable surrogate wheelchair having a wheelbase, seat height and tie-down attachment points in accordance with the specification for the SWC), at a height of 300 +/- 100 mm from the surface on which the SWC rests: : pass; see RDW-14R-0103777

2.2.1. In the case of a forward-facing wheelchair, a simultaneous force, coincident with the force applied to the occupant restraint anchorages, of 24,5 kN, and : pass; see RDW-14R-0103777

2.2.2. a second test applying a static force of 8,2 kN directed towards the rear of the vehicle. : pass; see RDW-14R-0103777



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- 2.2.3. In the case of a rearward-facing wheelchair, a simultaneous force, coincident with the force applied to the occupant restraint anchorages, of 8,2 kN, and : N/A
- 2.2.4. a second test applying a static force of 24,5 kN directed towards the front of the vehicle : N/A
- 2.3. Components of the system
- 2.3.1. All components of the WTORS shall meet the relevant requirements of ISO 10542-1:2012. However, the dynamic test specified in Annex A and paragraphs 5.2.2 and 5.2.3 of ISO 10542-1:2012 shall be carried out on the complete WTORS using the vehicle anchorage geometry instead of the test geometry specified in Annex A of ISO 10542-1:2012. This may be carried out within the vehicle structure or on a surrogate structure representative of the vehicle's WTORS anchorage geometry. The location of each anchorage shall lie within the tolerance provided for in point 7.7.1 of UNECE Regulation No 16-06. : pass, see RDW-17R-0103778
- 2.3.2. Where the occupant restraint part of the WTORS is approved according to UNECE Regulation No 16-06, it shall be subject to the dynamic test of the complete WTORS specified in paragraph 2.3.1, but the requirements of Paragraphs 5.1, 5.3 and 5.4 of ISO10542-1:2012 shall be considered to have been met. : pass, see RDW-17R-0103778
- 3. Dynamic in-vehicle testing**
- 3.1. The full assembly of the WTORS system shall be tested by an in-vehicle dynamic test in line with paragraphs 5.2.2 and 5.2.3 and Annex A of ISO 10542-1:2012, testing all components/anchorages simultaneously, using a vehicle body-in-white or representative structure. : pass, see RDW-17R-0103778
- 3.2. The component parts of the WTORS shall meet the relevant requirements of ISO10542-1:2012 paragraphs 5.1, 5.3 and 5.4. These requirements shall be deemed to have been met in respect of the occupant restraint if it is approved according to UNECE Regulation No 16-06. : pass, see RDW-17R-0103778



Additional requirements regarding the identification of the vehicle

- 4.1. Vehicle identification number
- (a) The identification number of the base vehicle (VIN) prescribed by commission regulation (EU) No. 19/2011 shall be retained during all the subsequent stages of the type-approval process to ensure the 'traceability' of the process : pass, see stage 1
 - (b) However, at the final stage of completion, the manufacturer concerned by this stage may replace, in agreement with the approval authority, the first and second sections of the vehicle identification number by his own vehicle manufacturer code and the vehicle identification code if, and only if, the vehicle has to be registered under his own trade name : N/A
In such a case, the complete vehicle identification number of the base vehicle shall not be deleted : --
- 4.2. Additional manufacturer's plate
- At the second and subsequent stages, in addition to the statutory plate prescribed by commission regulation (EU) No. 19/2011, each manufacturer must affix an additional plate to the vehicle. This plate must be firmly attached, in a conspicuous and readily accessible position on a part not subject to replacement in use
- It must show clearly and indelibly the following information in the order listed:
- name of the manufacturer : pass
 - Sections 1, 3 and 4 of the EC type-approval number : pass
 - maximum permissible laden mass of the vehicle : pass
 - maximum permissible laden mass of the combination (where the vehicle is permitted to tow a trailer) : pass
 - maximum permissible mass on each axle, listed in order from front to rear : pass
 - in the case of a semi-trailer or centre axle trailer, the maximum permitted mass on the coupling device : N/A
- Unless otherwise provided for above, the plate must comply with the requirements of commission regulation (EU) No. 19/2011. : pass



Attachment 1 Certificate on access to vehicle OBD information and vehicle RMI



Regulation (EU): No. 2018/858 Annex X
Subject: Access to OBD & RMI information

Information Document No. ETN-2018/858-00149

**MANUFACTURER'S CERTIFICATE ON ACCESS TO VEHICLE OBD INFORMATION
AND VEHICLE REPAIR AND MAINTENANCE INFORMATION**

(Manufacturer) : Tripod Mobility B.V.
(Address of the manufacturer) : Collseweg 10
5674 TR Nuenen
The Netherlands

certifies that:

it provides access to vehicle OBD information and vehicle repair and maintenance information in compliance with the provisions of

- Article 61 of Regulation (EU) No 2018/858 of the European Parliament and of the Council and
- Annex X to Regulation (EU) No 2018/858

with respect to the types of vehicle, system, component or separate technical unit listed in an attachment to this certificate.

The following derogations are applied: : ~~Customer adaptations~~
~~Small volume~~

Note 1: special purpose vehicle (code SH acc. to 2018/858 Annex I Part A item 5).

Note 2: final stage of multi-stage type-approval procedure, only covering bodywork which does not contain electronic vehicle control systems, and all electronic vehicle control systems of base vehicle remain unchanged.

The principal website addresses through which the relevant information, which is hereby certified to be in compliance with those provisions, may be accessed, are listed in an attachment to this certificate along with the contact details of the responsible manufacturer's representative who has signed this certificate.

Where applicable: The manufacturer hereby also certifies that it has complied with the obligation of Article 62 of Regulation (EU) No 2018/858 to provide the relevant information concerning previous approvals of these types of vehicle no later than six months after the date of type-approval.

Done at Nuenen on **5th October 2022**

Paul Nieuwenhuis, Head of Operations

Annexes:

- A. Website addresses
- B. Contact details
- C. List of the types of system, component or separate technical unit

Explanatory note: See additional derogations acc. to Article 61 of Regulation (EU) No 2018/858 above.

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