

THE NETHERLANDS**TEST REPORT**

Concerning the approval of category M, N and O vehicles with regard to their masses and dimensions, in accordance with Regulation (EC) No 2019/2144 as implemented by Commission Regulation (EU) 2021/535 as last amended by Commission Regulation (EU) 2021/535 and as specified by Commission Regulation (EU) 2018/858 Annex II, Appendix 3.

Test report number : **RDW-2021/535/XIII-0139941**

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

0.2. **Type** : ETN, ETP, ETO, ETT

0.3. **Category of vehicle** : M1 (SH)

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

Applicability : All results in this report relate only to the tested system, that is assessed as representative for the vehicle type to be approved.
See documentation:
'ETN-2018/858-00149', dated 18 March 2024 , pages 69
'ETP-2007/46-1347', dated 18 March 2024 , pages 90
'ETO-2007/46-1348', dated 18 March 2024 , pages 66

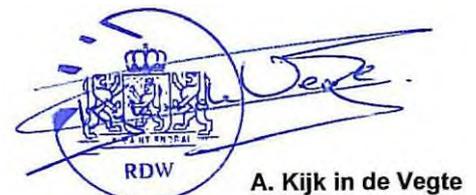
Statement of conformity : The test has been carried out in accordance with the requirements laid down in the above-mentioned Regulation and have been supervised by RDW as a category B technical service.

The tested system does/~~does not~~ comply with the stated requirements of the above-mentioned Regulation.

Test(s) supervised on : 18 March 2024

Test(s) supervised by : S.D. Hulscher

On behalf of the head of RDW
Technical Service, authorized by:



A. Kijk in de Vegte

Type approval inspector
Zoetermeer (NL), 18 March 2024



List of contents	Page
Reason for testing	3
Worst case description	3
General information of representative test object	3
General test information	3
Used test equipment	3
Remarks	3
Technical specifications	4
General provision	4
Mass distribution calculations	4
Special provisions as regards registration/in-service maximum permissible masses	4
Vehicles of category M1 and N1	5
Maximum authorised dimensions	5
Mass distribution	5
Towable mass and mass at the coupling point	7
Mass of the combination	7
Hill starting ability	7

List of attached diagrams	Page
Attachment 1 Calculations of the mass distribution	8

Disclaimer: This test report shall not be reproduced except in full, without written approval of the technical Service. Only authenticated copies of this test report shall be submitted. Responsibility for information and (the content of) documents provided by the applicant (manufacturer/customer) rests with the applicant at all times.

Test report number: RDW-2021/535/XIII-0139941

Reason for testing

1st stage vehicle modified to wheelchair accessible vehicle.
Additional Variant/Versions added to the vehicle type.

Worst case description

N/A

General information of representative test object

Make and type of the vehicle : --
Vehicle category : --
Vehicle Identification Number : --
Type of vehicle body : --
Off-Road Vehicles (ORV) : --

General test information

Test performed by/ at : --
Place : RDW
P.O. Box 777
2700 AT Zoetermeer
The Netherlands
Date : 18 March 2024
Supervised by : S.D. Hulscher

Used test equipment

Item	Required accuracy	Identification
--	--	--

All used equipment meets the requirements laid down in ISO 17025:2017 and critical equipment has been subject to functional checks, in accordance with the RDW-policy set forth in document AI 3-001 1.

Remarks

This test report is a supplement to previous test reports.

Relevant approval(s) valid for donor vehicle and completed vehicle:

<u>Make</u>	<u>Type</u>	<u>Approval</u>
Peugeot / Citroën / Fiat	ETP	e2*2007/46*0624*??
Opel / Vauxhall	ETO	e2*2007/46*0622*??
Toyota	ETT	e2*2007/46*0685*??
Peugeot / Citroën / Fiat	ETN	e2*2007/46*0625*??
Opel / Vauxhall	ETN	e2*2007/46*0623*??

Test report number: RDW-2021/535/XIII-0139941

- 2.7. For the purposes of verifying the requirements laid down in items 2.2., 2.3. and 2.4.:
- (a) The seats shall be adjusted as prescribed in item 2.7.1.
- (b) The masses of the passengers, the pay-mass and the mass of the optional equipment shall be distributed as prescribed in items 2.7.2. to 2.7.4.2.3.
- 2.7.1. Seat adjustment ⁽²⁾ : pass
- 2.7.2. Distribution of the mass of passengers
- 2.7.2.1. The mass representing each passenger shall be 75 kg : pass, see calculations
- 2.7.2.2. The mass for each passenger shall be located at the seating reference point : pass
- 2.7.2.3. In the case of special purpose vehicle, the requirement of item 2.7.2.2 shall apply mutatis mutandis ⁽³⁾ : N/A
- 2.7.3. Distribution of the mass of the optional equipment : see test results
- 2.7.4. Distribution of the pay-mass
- 2.7.4.1. M1 vehicles
- 2.7.4.1.1. The pay-mass shall be distributed in accordance with the manufacturer's specifications in agreement with the technical service : pass
- 2.7.4.1.2. Motor caravans the minimum pay-mass (PM) shall meet the following requirement:
- $PM \geq 10 (n + L)$ ⁽⁴⁾ : N/A
- 2.7.4.2. N1 vehicles
- 2.7.4.2.1. As regards vehicles with bodywork, the pay-mass shall be distributed uniformly on the cargo bed
- 2.7.4.2.2. As regards vehicles without bodywork (e.g. chassis-cab), the manufacturer shall state the extreme permissible positions of the centre of gravity of the pay-mass increased by the mass of the equipment intended to accommodate goods ⁽⁵⁾ : N/A
- 2.7.4.2.3. As regards vehicles intended to be fitted with a fifth wheel coupling, the manufacturer shall state the minimum and maximum fifth wheel lead : N/A

⁽²⁾ The seats where adjustable shall be moved to their rearmost position. Where there are other possibilities for adjusting the seat (vertical, angled, seat back, etc.) the adjusted positions shall be as specified by the vehicle manufacturer.

In the case of suspension seats, the seat shall be locked in the position specified by the manufacturer.

⁽³⁾ For example, mass of an injured person lying on the stretcher in the case of an ambulance.

⁽⁴⁾ 'n' is the maximum number of passengers plus the driver and 'L' is the overall length of the vehicle in meter.

⁽⁵⁾ E.g. bodywork, tank, etc..

Test report number: RDW-2021/535/XIII-0139941

- 2.8. Additional requirements where the vehicle is capable of towing a trailer
- 2.8.1. The requirements referred to in items 2.2., 2.3. and 2.4. shall apply taking into account the mass of the coupling and the technically permissible maximum mass at the coupling point : N/A
- 2.8.2. Without prejudice to the requirements of item 2.4., the technically permissible maximum mass on the rear axle(s) may be exceeded by not more than 15% : N/A
- 2.8.2.1. Where the technically permissible maximum mass on the rear axle(s) is exceeded by not more than 15%, the requirements of paragraph 5.2.4.1. of UNECE R142 shall apply
- minimum load index required : --
- 2.8.2.2. In the Member States where the road traffic legislation allows it, the manufacturer may indicate in an appropriate supporting document, such as the owner's manual or the maintenance book that the technically permissible maximum laden mass of the vehicle may be exceeded by not more than 10% or 100 kg, whichever value is lower : --
- Does the manufacturer indicate the possibility of exceeding the technically permissible maximum laden mass : --
- If yes, operating speed shall be restricted to 100 km/h or less : --
3. ***Towable mass and mass at the coupling point*** : N/A
4. ***Mass of the combination*** : N/A
5. ***Hill starting ability*** : N/A

Attachment 1 Calculations of the mass distribution

General information of the tested vehicle

Make and type of the vehicle : Peugeot / Citroën / Fiat / Opel / Vauxhall / Toyota
ETN, ETP, ETO, ETT

Vehicle category : M1 (SH)

Vehicle Identification Number : N/A

Tested variant/version : OD / YHZ3-32E6CF-32M

Weights

- mass in running order (MRO) : 1823 kg

- front axle mass at MRO : 991 kg

- rear axle mass at MRO : 832 kg

- technically permissible maximum laden mass : 2380 kg

- technically permissible maximum mass on front axle : 1100 kg

- technically permissible maximum mass on rear axle : 1280 kg

- mass of the coupling device : --

- maximum vertical load on the coupling device : --

- total mass of the optional equipment on front axle : 0 kg

- total mass of the optional equipment on rear axle : 0 kg

Dimensions

- Wheel base : 2975 mm

- from front axle to R-point front passenger : 1230 mm

- from front axle to R-point second row outboard passenger : 2103 mm

- from front axle to R-point second row centre passenger : 2103 mm

- from front axle to R-point third row outboard passenger : --

- from front axle to R-point third row centre passenger (Wheelchair position) : 3179 mm

- from front axle to centre of luggage compartment/cargo bed : --

- from front axle to centre of gravity coupling device : --

- rear overhang of the coupling device : --

Number of passengers

- on the first row : 1

- on the second row outboard : 2

- on the second row centre : 1

- on the third row outboard : --

- on the third row centre : 1

Measured weights			
	front axle [kg]	rear axle [kg]	total [kg]
unladen mass of the vehicle as measured	N/A		
mass of the optional equipment fitted to the test vehicle			
calculated unladen mass without options			

Calculated mass distribution			
	front axle [kg]	rear axle [kg]	total [kg]
MRO	991.0	832.0	1823.0
MRO + optional equipment (maximum actual mass)	991.0	832.0	1823.0
MRO + optional equipment + all seats occupied	1090.0	1193.0	2283.0
MRO + optional equipment + all seats occupied + coupling	N/A	N/A	N/A
MRO + optional equipment + all seats occupied + coupling, trailer operation	N/A	N/A	N/A