

THE NETHERLANDS

TEST REPORT

Concerning the masses and dimensions of motor vehicles and their trailers in accordance with Commission Regulation (EU) number 1230/2012 as last amended by Commission Regulation (EU) number 2019/1892 and as specified by Regulation (EU) 2018/858, Annex II, Part III, Appendix 3

Test report number : **RDW-1230/2012-0123066**

0.1. Make : Renault / Mercedes-Benz / Nissan

0.2. Type : XFKT

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

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: "XFKT-2018/858-00116", dated 25 April 2022

Tests : The tests have been carried out according to the above-mentioned Regulation. The tested system/~~component/separate technical unit~~ is representative in terms of the type to be approved.

Conclusion : The type of vehicle ~~does not~~ **does** comply with the stated requirements of the above-mentioned Regulation.

Tests conducted on : 22 June 2022

By : C.A.M. Konings

Zoetermeer (NL), 28 November 2022
The test engineer,



RDW
C.A.M. Konings



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Reason for testing

1st Stage vehicle modified to Wheelchair accessible vehicle.

Explanation of modification(s)

The base vehicle has been modified to a wheelchair accessible vehicle with a lowered floor and ramp

Worst case description

The selected vehicle(s) is representative for all possible variant/version with respect to the seating and wheelchair configurations

General information of the representative test object

Make and type of the vehicle : Renault / Mercedes-Benz / Nissan XFKT
Vehicle category : M1-SH
Vehicle Identification Number : VF1RFK00X67910688
Body style : AF (SH)

General test information

Inspected by : C.A.M. Konings
Place : Nuenen (NL)
Date : 22 June 2022

Used test equipment

Item	Required accuracy	Identification
Weight scale		Intercomp SW5000; s/n. 24612390

Remarks

For all not by the modification effected items see approval(s)/ test report(s) listed in stage 1 approval.
Relevant data and approval(s) valid for donor vehicle and completed vehicle if applicable:

<u>Make</u>	<u>Type</u>	<u>Approval</u>
Renault	RFK	e2*2018/858*00001*..
Mercedes-Benz	MFK	e2*2018/858*00014*..



Technical requirements

1. **Maximum authorised dimensions** : not affected by the conversion, see stage 1 approval
2. **Mass distribution**
 - 2.1. The sum of the technically permissible maximum mass on the axles shall not be less than the technically permissible maximum laden mass of the vehicle : pass
 - 2.2. The technically permissible maximum laden mass of the vehicle shall not be less than the mass of the vehicle in running order plus the mass of the passengers plus the mass of the optional equipment plus the mass of the coupling if not included in the mass in running order : pass
 - 2.3. If the vehicle is laden to the technically permissible maximum laden mass, the mass on each axle shall not exceed the technically permissible maximum mass on that axle : pass
 - 2.4. If the vehicle is laden to the technically permissible maximum laden mass, the mass on the front axle shall in no event be less than 30 % of the technically permissible maximum laden mass of the vehicle : pass
 - 2.4.1. If the vehicle is laden to the technically permissible maximum laden mass plus the technically permissible maximum mass at the coupling point, the mass on the front axle shall in no event be less than 20 % of the technically permissible maximum laden mass of the vehicle : N/A
 - 2.5. If a vehicle is equipped with removable seats, the verification procedure shall be limited to the condition with the maximum number of seating positions : pass
 - 2.6. For the purposes of verifying the requirements laid down in points 2.2, 2.3 and 2.4
 - (a) The seats shall be adjusted as prescribed in point 2.6.1
 - (b) The masses of the passengers, the pay-mass and the mass of the optional equipment shall be distributed as prescribed in points 2.6.2 to 2.6.4.2.3.



- 2.6.2. Distribution of the mass of passengers
- 2.6.2.1. The mass representing each passenger shall be 75 kg : pass
- 2.6.2.2. The mass for each passenger shall be located at the seating reference point (i.e. the 'R point' of the seat) : pass
- 2.6.2.3. In the case of special purpose vehicle, the requirement of point 2.6.2.2 shall apply mutatis mutandis (for example, mass of an injured person lying on the stretcher in the case of an ambulance).
- For the purposes of calculations, the mass of the wheel-chair including the user is assumed to be 160 kg (*) : pass
- The mass is to be concentrated at the P point of the surrogate wheelchair in its travelling position declared by the manufacturer (*) : pass
- 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 (*) : pass
- * according footnote W8, Regulation (EU) 2018/858, Annex II, Part III, Appendix 3
- 2.6.3. Distribution of the mass of the optional equipment : checked
- 2.6.4. Distribution of the pay-mass
- 2.6.4.1. M1 vehicles
- 2.6.4.1.1. The pay-mass shall be distributed in accordance with the manufacturer's specifications in agreement with the technical service : pass
- 2.6.4.1.2. As regards motor caravans the minimum pay-mass (PM) shall meet the following requirement:
- PM in kg $\geq 10 (n+L)$: N/A
- 2.6.4.2. N1 vehicles : N/A
- 2.7. Additional requirements where the vehicle is capable of towing a trailer : N/A
3. **Towable mass and mass at the coupling** : N/A
4. **Mass of the combination**
- The technically permissible maximum laden mass of the combination shall not exceed the sum of the technically permissible maximum laden mass plus the technically permissible maximum towable mass : N/A
5. **Hill starting ability**
- 5.1. The towing vehicle shall be able to start the vehicle combination five times on an uphill gradient of at least 12 % within five minutes : N/A



Appendix 1 Calculations of the mass distribution

General information of the tested vehicle

- Vehicle Identification Number	N/A
- Type	XFKT
- Variant	MWA
- Version	MA6???21000-00M

Weights

- mass in running order (MRO) (2.6)	1635 kg
- front axle mass (MRO) (2.6.1.)	903 kg
- rear axle mass (MRO) (2.6.1.)	732 kg
- technically permissible maximum laden mass (2.8)	2095 kg
- technically permissible maximum mass on front axle (2.9)	1021 kg
- technically permissible maximum mass on rear axle (2.9.)	1074 kg
- mass of the coupling device	0 kg
- maximum vertical load on the coupling device	0 kg
- total mass of the optional equipment	0 kg
- 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	2716 mm
- from front axle to R-point front passenger	1301 mm
- from front axle to R-point second row outboard passenger	2120 mm
- from front axle to R-point second row center passenger	2120 mm
- from front axle to R-point third row outboard passenger	0 mm
- from front axle to R-point wheelchair+occupant	2778 mm
- from front axle to centre of luggage compartment/cargo bed	1600 mm
- from front axle to centre of gravity coupling device	0 mm
- rear overhang of the coupling device	0 mm

Number of passengers

- on the first row	1
- on the second row outboard	0
- on the second row center	0
- on the third row outboard	0
- wheelchair + occupant (160 kg)	1

Measured conversion weight

	front axle (kg)	rear axle (kg)	total (kg)
- unladen mass of the vehicle after conversion	-	-	-
- unladen mass of the vehicle before conversion	-	-	-
- calculated conversion weight	-	-	-

Measured weights

	front axle (kg)	rear axle (kg)	total (kg)
- unladen mass of the vehicle as measured (after conversion)	909.5	689.0	1598.5
- mass of the optional equipment fitted to the test vehicle	--	--	--
- calculated unladen mass without options	909.5	689.0	1598.5

Does the manufacturer indicate the possibility of exceeding the technically permissible rear axle/maximum laden mass:

no

- technically permissible maximum laden mass of the vehicle when towing a trailer

kg

- technically permissible maximum laden mass on rear axle when towing a trailer

kg

Calculated mass distribution

	front axle (kg)	rear axle (kg)	total (kg)
- mass in running order (MRO)	903.0	732.0	1635.0
- mass in running order (MRO) + optional equipment (maximum actual mass)	903.0	732.0	1635.0
- mass in running order (MRO) + optional equipment + all seats occupied (or seats partly occupied + wheelchair and occupant)	938.4	931.6	1870.0
- mass in running order (MRO) + optional equipment + all seats occupied + coupling	N/A	N/A	N/A
- mass in running order (MRO) + optional equipment + all seats occupied + coupling, trailer operation	N/A	N/A	N/A

- pay-mass without coupling (kg)	225
- pay-mass with coupling (kg)	N/A
- pay-mass with load on coupling device (kg)	N/A



Test report number: RDW-1230/2012-0123066

General information of the tested vehicle

- Vehicle Identification Number	N/A
- Type	XFKT
- Variant	MWA
- Version	MBB???51000-20M

Weights

- mass in running order (MRO) (2.6)	1719 kg
- front axle mass (MRO) (2.6.1.)	956 kg
- rear axle mass (MRO) (2.6.1.)	763 kg
- technically permissible maximum laden mass (2.8)	2118 kg
- technically permissible maximum mass on front axle (2.9)	1025 kg
- technically permissible maximum mass on rear axle (2.9.)	1093 kg
- mass of the coupling device	0 kg
- maximum vertical load on the coupling device	0 kg
- total mass of the optional equipment	0 kg
- 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	2716 mm
- from front axle to R-point front passenger	1301 mm
- from front axle to R-point second row outboard passenger	2120 mm
- from front axle to R-point second row center passenger	2120 mm
- from front axle to R-point third row outboard passenger	0 mm
- from front axle to R-point wheelchair+occupant	2778 mm
- from front axle to centre of luggage compartment/cargo bed	1600 mm
- from front axle to centre of gravity coupling device	0 mm
- rear overhang of the coupling device	0 mm

Number of passengers

- on the first row	1
- on the second row outboard	2
- on the second row center	0
- on the third row outboard	0
- wheelchair + occupant (160 kg)	1

Measured conversion weight

	front axle (kg)	rear axle (kg)	total (kg)
- unladen mass of the vehicle after conversion	-	-	-
- unladen mass of the vehicle before conversion	-	-	-
- calculated conversion weight	-	-	-

Measured weights

	front axle (kg)	rear axle (kg)	total (kg)
- unladen mass of the vehicle as measured (after conversion)	909.5	689.0	1598.5
- mass of the optional equipment fitted to the test vehicle	--	--	--
- calculated unladen mass without options	909.5	689.0	1598.5

Does the manufacturer indicate the possibility of exceeding the technically permissible rear axle/maximum laden mass:

no

- technically permissible maximum laden mass of the vehicle when towing a trailer

kg

- technically permissible maximum laden mass on rear axle when towing a trailer

kg

Calculated mass distribution

	front axle (kg)	rear axle (kg)	total (kg)
- mass in running order (MRO)	956.0	763.0	1719.0
- mass in running order (MRO) + optional equipment (maximum actual mass)	956.0	763.0	1719.0
- mass in running order (MRO) + optional equipment + all seats occupied (or seats partly occupied + wheelchair and occupant)	1024.3	1079.7	2104.0
- mass in running order (MRO) + optional equipment + all seats occupied + coupling	N/A	N/A	N/A
- mass in running order (MRO) + optional equipment + all seats occupied + coupling, trailer operation	N/A	N/A	N/A

- pay-mass without coupling (kg)	14
- pay-mass with coupling (kg)	N/A
- pay-mass with load on coupling device (kg)	N/A

