**THE NETHERLANDS**
(N E D E R L A N D)

**EU VEHICLE TYPE-APPROVAL CERTIFICATE**

Communication concerning ~~granting~~/extension/~~refusal~~/~~withdrawal~~ (4) of

- EU whole vehicle type-approval in accordance with Regulation (EU) 2018/858 (4)
- ~~EU whole vehicle type-approval with exemptions for new technologies or concepts in accordance with Article 39(2) of Regulation (EU) 2018/858 authorised by the Commission in accordance with Article 39(3) thereof~~ (4)
- ~~Provisional EU whole vehicle type-approval with exemptions for new technologies or concepts in accordance with Article 39(2) of Regulation (EU) 2018/858 pending on the authorisation by the Commission in accordance with Article 39(4) thereof. The validity of the EU type-approval is thus limited to DD/MM/YYYY~~ (4)
- ~~EU type-approval of vehicles produced in small series in accordance with Article 41 of Regulation (EU) 2018/858~~ (4)
- ~~National type-approval of vehicles produced in small series in accordance with Article 42 of Regulation (EU) 2018/858~~ (4)

Of a type of:

- ~~Complete vehicle~~ (4)
- Completed vehicle (4)
- ~~Incomplete vehicle~~ (4)
- ~~Vehicle with complete and incomplete variants~~ (4)
- ~~Vehicle with completed and incomplete variants~~ (4)

**Number of the EU type-approval certificate** : **e4*2018/858*00116*03**

Reason for extension/~~refusal~~/~~withdrawal~~ (4) : see documentation

**SECTION I**

| | | |
|---|---|---|
| 0.1. | Make (trade name of manufacturer) | : Renault / Mercedes-Benz / Nissan |
| 0.2. | Type | : XFKT |
| 0.2.1. | Commercial name(s) (105) | : Kangoo / Citan (Tourer) / T-Class / Townstar Tripod |

P.O. Box 777
2700 AT Zoetermeer
The Netherlands

Tel. + 31 79 345 83 02
E-mail typeapproval@rdw.nl
www.rdw.nl

*Type-approval Department*

| | | | |
|---|---|---|---|
| 0.3. | Means of identification of type, if marked on the vehicle | : | Stage 1: VIN code: VF1RFK???????????<br>W1VT?????????????<br>VNVNFK???????????<br><br>Stage 2: Type code: XFKT |
| 0.3.1. | Location of that marking | : | Stage 1: OEM manufacturer's plate (Stage 1) located on RH side A-pillar (RFK/NFK) or B-pillar (MFK) & VIN stamped into RH side A-pillar.<br><br>Stage 2: Tripod manufacturer's plate located on RH side B-pillar |
| 0.4. | Category of vehicle (3) | : | M1 (SH) |
| 0.5. | Company name and address of manufacturer of the ~~incomplete~~/ ~~complete~~/completed vehicle (4) | : | Tripod Mobility B.V.<br>Collseweg 10<br>5674 TR Nuenen<br>The Netherlands |
| 0.5.1. | For multi-stage approved vehicles, company name and address of the manufacturer of the base/previous stage(s) vehicle | : | RFK:<br>RENAULT S.A.S. – 122-122 bis Avenue du Général Leclerc – 92100 Boulogne-Billancourt (F)<br><br>MFK:<br>Mercedes-Benz AG<br>Mercedesstraße 120, 70372 Stuttgart (D)<br><br>NFK:<br>Nissan Automotive Europe s.a.s.<br>8 Rue Jean Pierre Timbaud,<br>78180 Montigny-Le-Bretonneux (F) |
| 0.8. | Name(s) and address(es) of assembly plant(s) | : | see documentation |
| 0.9. | Name and address of the manufacturer's representative (if any) | : | N/A |

## SECTION II

| | | |
|---|---|---|
| 1. | Technical service responsible for carrying out the tests [106] | : RDW<br>P.O. Box 777<br>2700 AT Zoetermeer<br>The Netherlands |
| 2. | Date of test report | : 11 October 2024 |
| 3. | Number of test report | : RDW-2018/858-0141800 |

The undersigned hereby certifies the accuracy of the manufacturer's description in the attached information document of the vehicle(s) described above, ((a) sample(s) having been selected by the EU type-approval authority and submitted by the manufacturer as prototype(s) of the vehicle type), and that the attached test results are applicable to the vehicle type.

1. For ~~complete and~~ completed vehicles/variants [4]:

   The vehicle type meets/~~does not meet~~ [4] the technical requirements of all the relevant regulatory acts as prescribed in Annex II to Regulation (EU) 2018/858.

2. For incomplete vehicles/variants [4]: N/A

   ~~The vehicle type meets/does not meet [4] the technical requirements of the regulatory acts listed in the table in part 2 of this certificate~~

Place : Zoetermeer

Date : 11 October 2024

Signature [108] :


Attachments:
- Information package.
- Test results sheet in accordance with the template set out in Annex VI of this Regulation.
- Name(s) and specimen(s) of the signature(s) of the person(s) authorised to sign certificates of conformity and a statement of their position in the company.
- ~~File containing the information referred to in paragraph 2 of Article 39 of Regulation (EU) 2018/858 [4]~~

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[4] Delete where not applicable (there are cases where nothing needs to be deleted when more than one entry is applicable).
[105] If not available at the time of granting the type-approval, this item shall be completed at the latest when the vehicle is introduced on the market.
[3] Classified according to the definitions set out in Part A of Annex I to Regulation (EU) 2018/858.
[106] Please fill in "not applicable" in the case of a step-by-step type-approval, where the approval authority collect the whole set of EU type-approval certificates or UN type-approval certificates, and that authority edited the final whole vehicle type-approval certificate.
[108] Or visual representation of an 'advanced electronic signature' in accordance with Regulation (EU) No 910/2014 of the European Parliament and of the Council of 23 July 2014 on electronic identification and trust services for electronic transactions in the internal market and repealing Directive 1999/93/EC (OJ L 257, 28.8.2014, p. 73), including data for verification.

**EU type-approval number: e4*2018/858*00116*03**

## EU VEHICLE TYPE-APPROVAL CERTIFICATE

### Part 2

This EU type-approval is, where incomplete and completed vehicles, variants or versions are concerned, based on the approval(s) for incomplete vehicles listed below:

| | | | |
|---|---|---|---|
| **Stage 1:** | Manufacturer of the base vehicle | : | RFK:<br>RENAULT S.A.S. – 122-122 bis Avenue du Général Leclerc – 92100 Boulogne-Billancourt (F)<br><br>MFK:<br>Mercedes-Benz AG<br>Mercedesstraße 120, 70372 Stuttgart (D)<br><br>NFK:<br>Nissan Automotive Europe s.a.s.<br>8 Rue Jean Pierre Timbaud,<br>78180 Montigny-Le-Bretonneux (F) |
| | Number of the EU type-approval certificate: | : | RFK: e2*2018/858*00001*13<br>MFK: e2*2018/858*00014*12<br>NFK: e2*2018/858*00024*10 |
| | Dated | : | RFK: 17 July 2024<br>MFK: 9 August 2024<br>MFK: 7 August 2024 |
| | Applicable to variants or versions (as appropriate) | : | see documentation |
| **Stage 2:** | Manufacturer | : | -- |
| | Number of the EU type-approval certificate | : | -- |
| | Dated | : | -- |
| | Applicable to variants or versions (as appropriate) | : | -- |
| **Stage 3:** | Manufacturer | : | -- |
| | Number of the EU type-approval certificate | : | -- |
| | Dated | : | -- |
| | Applicable to variants or versions (as appropriate) | : | -- |

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In the case where the approval includes one or more incomplete variants or versions (as appropriate), list those variants or versions (as appropriate) which are complete or completed.

Complete/completed variant(s) : N/A

List of requirements applicable to the approved incomplete vehicle type, variant or version (as appropriate, taking account of the scope and latest amendment to each of the regulatory acts listed below).

| Item | Subject | Regulatory act reference | Last amended | Applicable to variant or, if need be, to version |
|---|---|---|---|---|
| -- | -- | -- | -- | -- |
| | | | | |

(List only subjects for which an EU type-approval exists.)

In the case of special purpose vehicles, exemptions granted or special provisions applied pursuant to Part III of Annex II to Regulation (EU) 2018/858, ~~exemptions granted pursuant to Article 39 of Regulation (EU) 2018/858, and exemptions granted pursuant to Article 42 of Regulation (EU) 2018/858:~~

| Item | Subject | Regulatory act reference | Kind of approval and nature of exemption | Applicable to variant or, if need be, to version |
|---|---|---|---|---|
| A1 | Interior fittings | UNECE Reg. 21 | exemptions and special provisions applied in accordance with Appendix 3, Part III, annex II of Regulation (EU) 2018/858 | All / All |
| A2 | Seats, their anchorages and any head restraints | UNECE Reg. 17 | | All / All |
| A4 | Safety-belt anchorages, Isofix anchorages systems and Isofix top tether anchorages | UNECE Reg. 14 | | All / All |
| A5 | Safety-belts, restraint systems, child restraint systems and Isofix child restraint systems | UNECE Reg. 16 | | All / All |
| A14 | Prevention of fire risks (liquid fuel tanks) | UNECE Reg. 34 | | All / All |
| A20 | Protection of occupants in the event of a frontal collision | UNECE Reg. 94 | | All / All |
| A21 | Protection of occupants in the event of a lateral collision | UNECE Reg. 95 | | All / All |
| F5 | External projections | UNECE Reg. 26 | | All / All |
| F8 | Towing device | 1005/2010 (EC) | | All / All |
| F11 | Masses and dimensions | 2021/535 Annex XIII | | All / All |
| G1 | Sound level | UNECE Reg. 51 | | All / All |
| G2 | Emissions (Euro 5 and Euro 6) light duty vehicles/access to information) | 715/2007 (EC) | | All / All |
| G13 | Recyclability | 2005/64 (EC) | | All / All |

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## APPENDIX

## LIST OF REGULATORY ACTS TO WHICH THE TYPE OF VEHICLE COMPLIES

(to be filled in only in the case of a whole-vehicle type-approval in accordance with Article 22(1)(b) and (c) of Regulation (EU) 2018/858).

*(Model according to Regulation (EU) 2018/858 Annex II, as last amended by 2022/2236)*

| Item | Subject [107] | Regulatory act reference [107] | As amended by | Applicable to variant or, if need be, to version |
|---|---|---|---|---|
| See test report | | | | |

[107] In accordance with Annex II to Regulation (EU) 2018/858.

**Type-approval number: e4*2018/858*00116*03** **Revision number: --**

Contents of the index to the information package

Date of issue: 11 October 2024 Last date of revision: --

| Information document number | Date |
|---|---|
| XFKT-2018/858-00116 | 28 November 2022 |
| XFKT-2018/858-00116 | 11 May 2023 |
| XFKT-2018/858-00116 | 5 December 2023 |
| XFKT-2018/858-00116 | 11 October 2024 |

| Test report number | Date |
|---|---|
| RDW-2018/858-0123065 | 28 November 2022 |
| RDW-2018/858-0128637 | 28 July 2023 |
| RDW-2018/858-0136011 | 30 January 2024 |
| RDW-2018/858-0141800 | 11 October 2024 |

| Test results | | Date |
|---|---|---|
| see attachment; Annex VI, | e2*2018/858*00001*13 | 17 July 2024 |
| | e2*2018/858*00014*12 | 9 August 2024 |
| | e2*2018/858*00024*10 | 7 August 2024 |

| Specimen(s) of signature | Date |
|---|---|
| Declaration attachment of information document | 28 November 2022 |

Remarks : documentation 124 pages
(valid for left- and right-hand driven vehicles)

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# TEST REPORT

Concerning the approval of motor vehicles and their trailers in accordance with Regulation (EU) 2018/858 as last amended by Commission Regulation (EU) 2022/2236 and implemented by Commission Regulation (EU) 2020/683.

| | | |
|---|---|---|
| **Test report number** | | : **RDW-2018/858-0141800** |
| 0.1. | Make | : Renault / Mercedes-Benz / Nissan |
| 0.2. | Type | : XFKT |
| 0.3. | Category of vehicle | : M1 |
| 0.3.1. | Vehicle type produced in | : large series |
| 0.3.2. | Stage of completion | : completed |
| 0.3.3. | Procedure chosen for type-approval | : mixed |
| 0.3.4. | Multi-stage approval<br>- stage | : yes<br>: 2nd stage |
| 0.4. | Name and address of the manufacturer | : Tripod Mobility B.V.<br>Collseweg 10<br>5674 TR Nuenen<br>The Netherlands |

**Applicability** : All results in this report relate only to the tested vehicle, that is assessed as representative for the vehicle type to be approved.
See documentation: "XFKT-2018/858-00116" dated 11 October 2024, 124 pages

**Statement of conformity** : The test(s) has (have) 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 vehicle complies with the stated requirements of the above-mentioned Regulation.

**Test(s) supervised on** : 10, 11 June 2024

**Test(s) supervised by** : R.T.F.W. Callaars

On behalf of the head of RDW
Technical Service:

R.T.F.W. Callaars
Inspector
Zoetermeer (NL), 11 October 2024

Test Department

P.O. Box 777
2700 AT Zoetermeer
The Netherlands

Tel.+ 31 79 345 83 02
E-mail VRTtesten@rdw.nl
www.rdw.nl

## List of contents



## List of attached diagrams

**Test report number: RDW-2018/858-0141800**

## Reason for testing

1st Stage vehicle modified to wheelchair accessible vehicle.

## Explanation of modification(s)

- Update to EU Regulation 2022/2236
- Stage 1 WVTA base vehicle e2*2018/858*00024*.. added (vehicle type Nissan NFK)
- Variants/Versions added ?W? ?????????2/3/G???-??M (L2) / ?W? ??????????B?-??M (GSR2B)
- WTORS: Q'Straint restraints added for L1 Q'Straint drawings
- Assembly plants: overview list revised
- List of approval & test report nrs. revised (2022/2236 & GSR2)

## Worst case description

Single vehicle selection: All modified items have been checked

## General information of the representative test object

| | | |
|---|---|---|
| Make of the vehicle | : | Renault |
| Type of the vehicle | : | XFKT * |
| - variant | : | RWA<br>RKF |
| - version | : | MA6A632A1500-20M<br>MBBA94143000 |
| Vehicle Identification Number | : | VF1RFK00X67910688<br>VF1RFK00572953883 |
| Vehicle category | : | M1 |

* The general information describes the type/variant/version of the vehicle tested during initial type approval.

## General test information

| | | |
|---|---|---|
| Test performed by/ at | : | OEM |
| Place | : | Tripod Mobility B.V.<br>Collseweg 10<br>5674 TR Nuenen<br>The Netherlands |
| Date | : | 10, 11 June 2024 |
| Supervised by | : | R.T.F.W. Callaars |

## 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

--

**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 | : max. 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 | : pass |
| 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).

| | | |
|---|---|---|
| 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 |
|---|---|---|---|---|
| ***A. Restraint systems, crash testing, fuel system integrity and high voltage electrical safety*** | | | | |
| A1 | Interior Fittings | RDW-21R-0141804 | XFKT R/M/NW? ????...-??? | X(3)(4) |
| | | -- | | |
| A2 | Seats and head restraints | RDW-17R-0123070<br>RDW-17R-0141803 | XFKT ?W? ???...1/2???-??? (L1)<br>XFKT ?W? ???...2/3/G???-??? (L2) | X(5) |
| | | -- | | |
| A4 | Safety-belt anchorages | RDW-14R-0141801 | XFKT R/M/NW? ????...-??? | X(6) |
| | | -- | | |
| A5 | Safety-belts and Restraint Systems | RDW-16R-0123069<br>RDW-16R-0141802 | XFKT ?W? ???...1/2???-??? (L1)<br>XFKT ?W? ???...2/3/G???-??? (L2) | X(7) |
| | | -- | | |
| A6 | Safety-belt Reminders | See item A5 | -- | X |
| | | -- | | |
| A8 | Child Restraint Anchorages | RDW-145R-0141807 | XFKT R/M/NW? ????...-??? | X |
| | | -- | | |
| A9 | Child Restraint Systems | N/A | -- | X (IF) |
| | | -- | | |
| A10 | Enhanced Child Restraint Systems | N/A | -- | X (IF) |
| | | -- | | |
| A12 | Rear Underrun Protection | RDW-58R-0141806 | XFKT R/M/NW? ????...-??? | X |
| | | -- | | |
| A14 | Fuel Tank Safety | RDW-34R-0141805 | XFKT R/M/NW? ????...-??? | X(8) |
| | | -- | | |

(3) 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.

(4) 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.

(5) 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.

(6) 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.

(7) 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.

(8) 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 |
| A15 | Liquified petroleum gas safety | N/A; not equipped | -- | X (IF) |
| | | -- | | |
| A16 | Compressed and liquified natural gas safety | N/A; not equipped | -- | X (IF) |
| | | -- | | |
| A17 | Hydrogen safety | N/A; not equipped | -- | X (IF) |
| | | -- | | |
| A18 | Hydrogen system material qualification | N/A; not equipped | -- | X (IF) |
| | | -- | | |
| A19 | In-use electric safety | N/A; not equipped | -- | X (IF) |
| | | -- | | |
| A20 | Frontal off-set impact | N/A | -- | X |
| | | -- | | |
| A21 | Frontal full-width impact | N/A | -- | X |
| | | -- | | |
| A22 | Protective steering | see 1st stage: e2*2018/858*00001*12<br>see 1st stage: e2*2018/858*00014*11<br>see 1st stage: e2*2018/858*00024*09 | All / All | X[9] |
| | | -- | | |
| A23 | Replacement airbag | N/A | -- | |
| | | -- | | |
| A24 | Cab impact | N/A | -- | |
| | | -- | | |
| A25 | Side impact | N/A | -- | X |
| | | -- | | |
| A26 | Pole side impact | N/A | -- | X |
| | | -- | | |
| A27 | Rear impact | N/A | -- | X |
| | | -- | | |
| A28 | 112-based eCall in-vehicles systems | see 1st stage: e2*2018/858*00001*12<br>see 1st stage: e2*2018/858*00014*11<br>see 1st stage: e2*2018/858*00024*09 | All / All | X |
| | | -- | | |

[9] n/a in case of modified steering systems for drivers

| No. | Item | Approval Number / test report number | Variant/Version | Vehicle category M1 |
|---|---|---|---|---|
| ***B. Vulnerable road users, vision and visibility*** | | | | |
| B1 | Pedestrian leg and head protection | see 1st stage: e2*2018/858*00001*12<br>see 1st stage: e2*2018/858*00014*11<br>see 1st stage: e2*2018/858*00024*09 | All / All | X |
| | | -- | | |
| B2 | Enlarged head impact zone | See item B1 | -- | X[10] |
| | | -- | | |
| B3 | Frontal protection system | N/A | -- | |
| | | -- | | |
| B4 | Advanced emergency braking for pedestrians and cyclists ahead | see 1st stage: e2*2018/858*00001*12<br>see 1st stage: e2*2018/858*00014*11<br>see 1st stage: e2*2018/858*00024*09 | All / All | X[11] |
| | | -- | | |
| B5 | Pedestrian and cyclist collision warning | N/A | -- | |
| | | -- | | |
| B6 | Blind spot information system | N/A | -- | |
| | | -- | | |
| B7 | Reversing detection | N/A | -- | X[12] |
| | | -- | | |
| B8 | Forward vision | see 1st stage: e2*2018/858*00001*12<br>see 1st stage: e2*2018/858*00014*11<br>see 1st stage: e2*2018/858*00024*09 | All / All | X |
| | | -- | | |
| B9 | Heavy-duty vehicles direct vision | N/A | -- | |
| | | -- | | |
| B10 | Safety glazing | see 1st stage: e2*2018/858*00001*12<br>see 1st stage: e2*2018/858*00014*11<br>see 1st stage: e2*2018/858*00024*09 | All / All | X |
| | | -- | | |

[10] Modifications to the interior fittings directly behind the windscreen do not have to be taken into account
[11] n/a in case of modified braking systems for drivers with special needs
[12] May be partly exempted if equipment for special needs passengers prevents full compliance with the requirements and may be fully exempted if it is impossible to meet these requirements

| No. | Item | Approval Number / test report number | Variant/Version | Vehicle category |
|---|---|---|---|---|
| | | | | M1 |
| | | -- | | |
| B11 | Defrost/demist | see 1st stage: e2*2018/858*00001*12<br>see 1st stage: e2*2018/858*00014*11<br>see 1st stage: e2*2018/858*00024*09 | All / All | X(3)(13) |
| B12 | Wash/wipe | see 1st stage: e2*2018/858*00001*12<br>see 1st stage: e2*2018/858*00014*11<br>see 1st stage: e2*2018/858*00024*09 | All / All | X(3)(14) |
| | | -- | | |
| B13 | Indirect vision devices | see 1st stage: e2*2018/858*00001*12<br>see 1st stage: e2*2018/858*00014*11<br>see 1st stage: e2*2018/858*00024*09 | All / All | X |
| | | -- | | |
| B14 | Acoustic Vehicle Alerting Systems | see 1st stage: e2*2018/858*00001*12<br>see 1st stage: e2*2018/858*00014*11<br>see 1st stage: e2*2018/858*00024*09 | All / All | X |
| | | -- | | |

(13) 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.
(14) 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 |
|---|---|---|---|---|
| ***C. Vehicle chassis, braking, tyres and steering*** | | | | |
| C1 | Steering equipment | see 1st stage: e2*2018/858*00001*12<br>see 1st stage: e2*2018/858*00014*11<br>see 1st stage: e2*2018/858*00024*09 | All / All | X |
| | | -- | | |
| C2 | Lane departure warning | N/A | -- | |
| | | -- | | |
| C3 | Emergency lane keeping | see 1st stage: e2*2018/858*00001*12<br>see 1st stage: e2*2018/858*00014*11<br>see 1st stage: e2*2018/858*00024*09 | All / All | X[15] |
| | | -- | | |
| C4 | Braking | see 1st stage: e2*2018/858*00001*12<br>see 1st stage: e2*2018/858*00014*11<br>see 1st stage: e2*2018/858*00024*09 | All / All | X |
| | | -- | | |
| C5 | Replacement braking parts | N/A | -- | |
| | | -- | | |
| C6 | Brake assist | see 1st stage: e2*2018/858*00001*12<br>see 1st stage: e2*2018/858*00014*11<br>see 1st stage: e2*2018/858*00024*09 | All / All | X[16] |
| | | -- | | |
| C7 | Stability control | see 1st stage: e2*2018/858*00001*12<br>see 1st stage: e2*2018/858*00014*11<br>see 1st stage: e2*2018/858*00024*09 | All / All | X[17] |
| | | -- | | |
| C8 | Advanced emergency braking on heavy-duty vehicles | N/A | -- | |
| | | -- | | |
| C9 | Advanced emergency braking on light-duty vehicles | see 1st stage: e2*2018/858*00001*12<br>see 1st stage: e2*2018/858*00014*11<br>see 1st stage: e2*2018/858*00024*09 | All / All | X[18] |

[15] n/a in case of modified steering systems for drivers with special needs, or in case of modified braking system if the ELKS of the base vehicle acts on the braking system instead.
[16] n/a in case of modified braking systems for drivers with special needs
[17] In case of modifications to the stability control system included as part of a previous stage type-approval, which are likely to affect the function of that base vehicle's stability control system, it shall be demonstrated that the vehicle has not been rendered unsafe or unstable. This shall be proven by tests e.g. performing rapid double lane-change manoeuvres in each direction at 80 km/h with sufficient severity to cause intervention by the stability control system. These interventions shall be well-controlled and shall improve the stability of the vehicle under those driving conditions in comparison to the stability of the vehicle with, where practicable, a disabled stability control system. All tests are subject to the agreement between the manufacturer and technical service.
[18] n/a in case of modified braking systems for drivers with special needs

| No. | Item | Approval Number / test report number | Variant/Version | Vehicle category |
|---|---|---|---|---|
| | | | | M1 |
| C9 | Advanced emergency braking on light-duty vehicles | see 1st stage: e2*2018/858*00001*12<br>see 1st stage: e2*2018/858*00014*11<br>see 1st stage: e2*2018/858*00024*09 | All / All | X[19] |
| | | -- | | |
| C10 | Tyre safety and environmental performance | N/A | -- | |
| | | -- | | |
| C11 | Spare wheels and run-flat systems | see 1st stage: e2*2018/858*00001*12<br>see 1st stage: e2*2018/858*00014*11<br>see 1st stage: e2*2018/858*00024*09 | All / All | X (IF) |
| | | -- | | |
| C12 | Retreaded tyres | N/A | -- | |
| | | -- | | |
| C13 | Tyre pressure monitoring for light-duty vehicles | see 1st stage: e2*2018/858*00001*12<br>see 1st stage: e2*2018/858*00014*11<br>see 1st stage: e2*2018/858*00024*09 | All / All | X |
| | | -- | | |
| C14 | Tyre pressure monitoring for heavy-duty vehicles | N/A | | |
| | | -- | | |
| C15 | Tyre installation | see 1st stage: e2*2018/858*00001*12<br>see 1st stage: e2*2018/858*00014*11<br>see 1st stage: e2*2018/858*00024*09 | All / All | X |
| | | -- | | |
| C16 | Replacement wheels | N/A | | |
| | | -- | | |

[19] n/a in case of modified braking systems for drivers with special needs

| No. | Item | Approval Number / test report number | Variant/Version | Vehicle category<br>M1 |
|---|---|---|---|---|
| ***D. On-board instruments, electrical system, vehicle lighting and protection against unauthorised use, including cyberattacks*** | | | | |
| D1 | Audible warning | see 1st stage: e2*2018/858*00001*12<br>see 1st stage: e2*2018/858*00014*11<br>see 1st stage: e2*2018/858*00024*09 | All / All | X |
| | | -- | | |
| D2 | Radio interference (electromagnetic compatibility) | see 1st stage: e2*2018/858*00001*12<br>see 1st stage: e2*2018/858*00014*11<br>see 1st stage: e2*2018/858*00024*09 | All / All | X |
| | | -- | | |
| D3 | Protection against unauthorised use, immobiliser and alarm systems | see 1st stage: e2*2018/858*00001*12<br>see 1st stage: e2*2018/858*00014*11<br>see 1st stage: e2*2018/858*00024*09 | All / All | X |
| | | -- | | |
| D4 | Protection of vehicle against cyberattacks | see 1st stage: e2*2018/858*00001*12<br>see 1st stage: e2*2018/858*00014*11<br>see 1st stage: e2*2018/858*00024*09 | All / All | X |
| | | -- | | |
| D5 | Speedometer | see 1st stage: e2*2018/858*00001*12<br>see 1st stage: e2*2018/858*00014*11<br>see 1st stage: e2*2018/858*00024*09 | All / All | X |
| | | -- | | |
| D6 | Odometer | See item D5 | -- | X |
| | | -- | | |
| D7 | Speed limitation devices | N/A | -- | |
| | | -- | | |
| D8 | Intelligent speed assistance | see 1st stage: e2*2018/858*00001*12<br>see 1st stage: e2*2018/858*00014*11<br>see 1st stage: e2*2018/858*00024*09 | All / All | X[20] |
| | | -- | | |
| D9 | Identification of controls, tell-tales and indicators | see 1st stage: e2*2018/858*00001*12<br>see 1st stage: e2*2018/858*00014*11<br>see 1st stage: e2*2018/858*00024*09 | All / All | X |
| | | -- | | |
| | | -- | | |

[20] May be partly exempted if equipment for special needs passengers prevents full compliance with the requirements and may be fully exempted if it is impossible to meet these requirements

| No. | Item | Approval Number / test report number | Variant/Version | Vehicle category |
|---|---|---|---|---|
| | | | | M1 |
| D10 | Heating systems | see 1st stage: e2*2018/858*00001*12<br>see 1st stage: e2*2018/858*00014*11<br>see 1st stage: e2*2018/858*00024*09 | All / All | X |
| D11 | Light signalling devices | See item D15 | -- | X |
| | | -- | | |
| D12 | Road illumination devices | See item D15 | -- | X |
| | | -- | | |
| D13 | Retro-reflective devices | See item D15 | -- | X |
| | | -- | | |
| D14 | Light sources | See item D15 | -- | X |
| | | -- | | |
| D15 | Installation of light signalling, road illumination and retro-reflective devices | see 1st stage: e2*2018/858*00001*12<br>see 1st stage: e2*2018/858*00014*11<br>see 1st stage: e2*2018/858*00024*09 | All / All | X |
| | | -- | | |
| D16 | Emergency stop signal | See item D15 | -- | X[21] |
| | | -- | | |
| D17 | Headlamp cleaners | N/A; not equipped | -- | X (IF) |
| | | | | |
| D18 | Gear shift indicator | see 1st stage: e2*2018/858*00001*12<br>see 1st stage: e2*2018/858*00014*11<br>see 1st stage: e2*2018/858*00024*09 | All / All | X |
| | | -- | | |

[21] Only for vehicles fitted with electronically controlled anti-lock braking system

| No. | Item | Approval Number / test report number | Variant/Version | Vehicle category<br>M1 |
|---|---|---|---|---|
| ***E. Driver and system behaviour*** | | | | |
| E1 | Alcohol interlock installation facilitation | see 1st stage: e2*2018/858*00001*12<br>see 1st stage: e2*2018/858*00014*11<br>see 1st stage: e2*2018/858*00024*09 | All / All | X |
| | | -- | | |
| E2 | Driver drowsiness and attention warning | see 1st stage: e2*2018/858*00001*12<br>see 1st stage: e2*2018/858*00014*11<br>see 1st stage: e2*2018/858*00024*09 | All / All | X[22] |
| | | -- | | |
| E3 | Advanced driver distraction warning | see 1st stage: e2*2018/858*00001*12<br>see 1st stage: e2*2018/858*00014*11<br>see 1st stage: e2*2018/858*00024*09 | All / All | X |
| | | -- | | |
| E4 | Driver availability monitoring system<br>(in case of automated vehicles) | N/A; not equipped | -- | X (IF) |
| | | -- | | |
| E5 | Event data recorder | see 1st stage: e2*2018/858*00001*12<br>see 1st stage: e2*2018/858*00014*11<br>see 1st stage: e2*2018/858*00024*09 | All / All | X[22] |
| | | -- | | |
| E6 | Systems to replace driver's control<br>(in case of automated vehicles) | N/A; not equipped | -- | X (IF) |
| | | -- | | |
| E7 | Systems to provide the vehicle with information on state of vehicle and surrounding area<br>(in case of automated vehicles) | N/A; not equipped | -- | X (IF) |
| | | -- | | |
| E8 | Platooning | N/A | -- | |
| | | -- | | |
| E9 | Systems to provide safety information to other road users<br>(in case of automated vehicles) | N/A | -- | |
| | | -- | | |

[22] May be partly exempted if equipment for special needs passengers prevents full compliance with the requirements and may be fully exempted if it is impossible to meet these requirements

| No. | Item | Approval Number / test report number | Variant/Version | Vehicle category M1 |
|---|---|---|---|---|
| ***F. General vehicle construction and features*** | | | | |
| F1 | Registration plate space | see 1st stage: e2*2018/858*00001*12<br>see 1st stage: e2*2018/858*00014*11<br>see 1st stage: e2*2018/858*00024*09 | All / All | X |
| | | -- | | |
| F2 | Reversing motion | see 1st stage: e2*2018/858*00001*12<br>see 1st stage: e2*2018/858*00014*11<br>see 1st stage: e2*2018/858*00024*09 | All / All | X |
| | | -- | | |
| F3 | Door latches and hinges | RDW-11R-0123067 | XFKT R/M/NW? ????...-??? | X |
| | | -- | | |
| F4 | Door entry steps, handholds and running boards | see 1st stage: e2*2018/858*00001*12<br>see 1st stage: e2*2018/858*00014*11<br>see 1st stage: e2*2018/858*00024*09 | All / All | X |
| | | -- | | |
| F5 | External projections | RDW-26R-0123072 | XFKT R/M/NW? ????...-??? | X[23] |
| | | -- | | |
| F6 | External projections of commercial vehicle cabs | N/A | -- | |
| | | -- | | |
| F7 | Statutory plate and vehicle identification number | see 1st stage: e2*2018/858*00001*12<br>see 1st stage: e2*2018/858*00014*11<br>see 1st stage: e2*2018/858*00024*09 | All / All | X |
| | | -- | | |
| F8 | Towing devices | see 1st stage: e2*2018/858*00001*12<br>see 1st stage: e2*2018/858*00014*11<br>see 1st stage: e2*2018/858*00024*09 | All / All | X[24] |
| | | -- | | |
| F9 | Wheel guards | see 1st stage: e2*2018/858*00001*12<br>see 1st stage: e2*2018/858*00014*11<br>see 1st stage: e2*2018/858*00024*09 | All / All | X |
| | | -- | | |
| F10 | Spray suppression systems | N/A | -- | |
| | | -- | | |

[23] Any boarding aids are considered only in the stowed position
[24] Required for the front only, to be tested if fitted at the rear

| No. | Item | Approval Number / test report number | Variant/Version | Vehicle category |
|---|---|---|---|---|
| | | | | M1 |
| F11 | Masses and dimensions | RDW-2021/535/XIII-0141799 | XFKT R/M/NW? ????...-??? | X[25 26] |
| | | -- | | |
| F12 | Mechanical couplings | N/A; not equipped | -- | X (IF) |
| | | -- | | |
| F13 | Vehicles intended for the transportation of dangerous goods | N/A | -- | |
| | | -- | | |
| F14 | General bus construction | N/A | -- | |
| | | -- | | |
| F15 | Bus strength of superstructure | N/A | -- | |
| | | -- | | |
| F16 | Flammability in buses | N/A | -- | |
| | | -- | | |

[25] For the purposes of calculations, the mass of the wheel-chair including the user is assumed to be 160 kg. The mass is concentrated at the P point of the surrogate wheelchair in its travelling position as declared by the manufacturer.

[26] It is permitted to temporarily limit the overall passenger capacity and to restrict the use of normal seating positions as a result of the actual transport of wheelchairs, with their users. In such case, the affected normal seating positions shall be clearly and permanently identified to users, either by means of a pictogram or a sign with an appropriate text. This shall be noted in Part 2 of the EU type-approval certificate as well as under "remarks" in the Certificate of Conformity as to allow inclusion of this information in on-board vehicle registration papers. In addition, the following shall be explained in the owner's manual for the completed vehicle: The meaning of any pictograms used to mark the affected seating positions, as well as a more detailed description of the specific restrictions, if necessary.

| No. | Item | Approval Number / test report number | Variant/Version | Vehicle category M1 |
|---|---|---|---|---|
| ***G. Environmental performance and emissions*** | | | | |
| G1 | Sound level | RDW-51R-0143355 | XFKT R/M/NW? ????...-??? | X[8] |
| | | -- | | |
| G2 | Tailpipe emissions of vehicle in lab | see 1st stage: e2*2018/858*00001*12<br>see 1st stage: e2*2018/858*00014*11<br>see 1st stage: e2*2018/858*00024*09 | All / All | X[8 27] |
| | | -- | | |
| G2a | Determination of specific CO2emissions and fuel consumption of vehicle and device for monitoring on board the vehicle the consumption of fuel and/or electric energy | See item G2 | -- | X[8 28] |
| | | -- | | |
| G3 | Tailpipe emissions of engine in lab | see 1st stage: e2*2018/858*00001*12<br>see 1st stage: e2*2018/858*00014*11<br>see 1st stage: e2*2018/858*00024*09 | All / All | X[29] |
| | | -- | | |
| G3a | Determination of specific CO2 emissions and fuel consumption of vehicle | N/A | -- | |
| | | -- | | |
| G3b | Determination of specific energy efficiency performance of trailer | N/A | -- | |
| | | -- | | |
| G4 | Tailipipe emissions on the road | See item G2 and G3 | -- | X[27] |
| | | -- | | |
| G5 | Durability of tailpipe emissions | See item G2 and G3 | -- | X |
| | | -- | | |
| G6 | Crankcase emissions | See item G2 and G3 | -- | X |
| | | -- | | |

[27] In case of conversion of a vehicle (e.g. in a multi-stage type-approval process), the manufacturer responsible for the conversion needs to consult the original (complete or incomplete) vehicle manufacturer to get confirmation that the converted vehicle is covered by the emission approval of the original (complete or incomplete) vehicle. In such a case it is acceptable if the reference mass of the converted vehicle will exceed 2840 kg.

[28] In the case of multi-stage type-approval, the new CO2value shall be calculated in accordance with the CO2interpolation method, using the relevant data from the completed vehicle. Alternatively, the new CO2value shall be calculated on the basis of the parameters of the completed vehicle as specified in paragraph 3.2.4 of Annex B7 to UN Regulation 154 and using the road load matrix tool supplied by the manufacturer of the base vehicle. If the tool is not available or CO2interpolation is impractical, the CO2value of Vehicle High from the base vehicle shall be used, at the request of the manufacturer responsible for the conversion, and with the agreement of the approval authority.

[29] 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 original (complete or incomplete) vehicle, no new evaporative test is required on the modified vehicle.

| No. | Item | Approval Number / test report number | Variant/Version | Vehicle category |
|---|---|---|---|---|
| | | | | M1 |
| G7 | Evaporative emissions | See item G2 | -- | X[30] |
| | | -- | | |
| G8 | Low-temperaturetailpipe emissions in lab | See item G2 | -- | X |
| | | -- | | |
| G9 | On-board diagnostics | See item G2 and G3 | -- | X |
| | | -- | | |
| G10 | Absence of defeat device | See item G2 and G3 | -- | X |
| | | -- | | |
| G11 | Auxiliary emissions strategies | See item G2 and G3 | -- | X |
| | | -- | | |
| G12 | Anti-tampering | See item G2 and G3 | -- | X |
| | | -- | | |
| G13 | Recyclability | N/A | -- | [31] |
| | | -- | | |
| G14 | Air-conditioning systems | see 1st stage: e2*2018/858*00001*12<br>see 1st stage: e2*2018/858*00014*11<br>see 1st stage: e2*2018/858*00024*09 | All / All | X |
| | | -- | | |

[30] If the evaporative control devices are kept as fitted by the manufacturer of the original (complete or incomplete) vehicle, no new evaporative test is required on the modified vehicle.

[31] However, Annex V on prohibition of reuse of the specified component parts shall apply

| No. | Item | Approval Number / test report number | Variant/Version | Vehicle category |
|---|---|---|---|---|
| | | | | M1 |
| ***H. Access to vehicle information and software update*** | | | | |
| H1 | Access to vehicle OBD information and vehicle repair and maintenance information | See Attachment 1 | -- | X |
| | | -- | | |
| H2 | Software update | see 1st stage: e2*2018/858*00001*12<br>see 1st stage: e2*2018/858*00014*11<br>see 1st stage: e2*2018/858*00024*09 | All / All | X |
| | | -- | | |

**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 : pass

(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 : pass

(c) carry out or arrange to be carried out relevant installation checks in respect of separate technical units, where applicable : pass

(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 : pass

(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 : pass

| **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 | : pass, 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 | : N/A |
| 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 | : N/A |

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 1 100 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; see RDW-14R-0141801 |
| 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; see RDW-16R-0123069 (L1) RDW-16R-0141802 (L2) |
| 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-0141801 |
| 2.2. | Wheelchair tie-down anchorages<br><br>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-0141801 |
| 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-0141801 |
| 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-0141801 |

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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-0123070 (L1) RDW-17R-0141803 (L2) |
| 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. | : N/A |
| **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-0123070 (L1) RDW-17R-0141803 (L2) |
| 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-0123070 (L1) RDW-17R-0141803 (L2) |