

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) 2019/1892 and as specified by Commission Regulation (EU) 2018/858 Annex II, Appendix 3.

Test report number : **RDW-1230/2012-0120919**

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

0.2. Type : ETN

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: ETN-2018/858-00149, dated 5 October 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/~~does not~~ 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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Reason for testing

Stage 2 modification. Type of bodywork: SH. Wheelchair accessible vehicle.

Worst case description

The selected vehicle is representative for all possible variant/versions with respect to the seating and wheelchair configuration.

General information of the representative test object

Make and type of the vehicle : Peugeot ETN
Vehicle category : M1 (SH)
Vehicle Identification Number : VR3EFYHT2NN518898
Body style : BB (Van)

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
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Remarks

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Technical requirements

1. Maximum authorised dimensions

1.1. The dimensions shall not exceed the following values:

1.1.1. Length ⁽¹⁾ : see 1st stage

1.1.2. Width ⁽²⁾ : see 1st stage

1.1.3. Height ⁽³⁾ : pass

1.2. Mass of the vehicle for the purposes of measurement of the length, width and height (required: mass in running order)

- Front axle : see attachment 1

- Rear axle : see attachment 1

- Total mass in running order : see attachment 1

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;
see attachment 1

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

¹⁾ Maximum 12.00 m for vehicles of category M1 and N1

²⁾ Maximum 2.55 m for vehicles of category M1 and N1, 2.60 m for vehicles fitted with a bodywork with insulated walls of at least 45 mm thick.

³⁾ Maximum 4.00 m for vehicles of category M1 and N1



- 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 : N/A
- 2.6.3. Distribution of the mass of the optional equipment : see appendix
- 2.6.4. Distribution of the pay-mass : see appendix
- 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
- 2.6.4.2.1. As regards vehicles with bodywork, the pay-mass shall be distributed uniformly on the cargo bed, maximum pay-mass : N/A
- 2.6.4.2.2. 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 (e.g. bodywork, tank, etc.) (for instance: from 0.50 m to 1.30 m in front of the first rear axle)
- Positions of the centre of gravity of the pay-mass behind front axle : N/A
- 2.6.4.2.3. 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
- 2.7. Additional requirements where the vehicle is capable of towing a trailer
- 2.7.1. The requirements referred to in sections 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
- 2.7.2. Without prejudice to the requirements in section 2.4, the technically permissible maximum mass on the rear axle(s) may be exceeded by not more than 15 % : N/A
- 2.7.2.1. Where the technically permissible maximum mass on the rear axle(s) is exceeded by not more than 15 %, the requirements of point 5.2 of Annex II to Commission Regulation (EU) No 458/2011 shall apply
- Minimum load index required : --



- 2.7.2.2. 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** : 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 ETN
 Vehicle category : M1
 Vehicle Identification Number : VR3EFYHT2NN518898
 Tested variant/version : PF/YHT2-E2B030-20S

Weights

- Mass in running order (MRO) : 1561 kg
 - Front axle mass at MRO : 919 kg
 - Rear axle mass at MRO : 642 kg
 - Technically permissible maximum laden mass : 2375 kg
 - Technically permissible maximum mass on front axle : 1200 kg
 - Technically permissible maximum mass on rear axle : 1400 kg
 - Mass of the coupling device : N/A

Dimensions

- Wheel base : 2785 mm
 - From front axle to R-point front passenger : 1230 mm
 - From front axle to R-point second row outboard passenger : 2122 mm
 - From front axle to R-point second row center passenger : N/A
 - From front axle to R-point third row outboard passenger : N/A
 - From front axle to R-point third row center passenger : 2829 mm (Wheelchair)
 - From front axle to centre of luggage compartment/cargo bed : 1600 mm
 - From front axle to centre of gravity coupling device : N/A

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
 - On the third row center : 1 (Wheelchair)

Measured weights

	Front axle [kg]	Rear axle [kg]	Total [kg]
Unladen mass of the vehicle as measured	890.0	690.0	1580.0
Mass of the optional equipment fitted to the test vehicle	0.0	0.0	0.0
Calculated unladen mass without options	890.0	690.0	1580.0

Calculated mass distribution

	Front axle [kg]	Rear axle [kg]	Total [kg]
MRO	919.0	642.0	1561.0
MRO + optional equipment (maximum actual mass)	919.0	642.0	1561.0
MRO + optional equipment + all seats occupied	995.1 (51%)	950.9 (49%)	1946.0
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

