**Test Record**

according to

European Communities (Road Vehicles: Type-Approval) Regulations 2009

Statutory Instrument: S.I. No. 158 of 2009

**Conversion of existing vehicle to category N1: Yes: 🞏 No: 🞏**

**Inspection for National Approval of New, Pre-Registered Vehicle: Yes: 🞏 No: 🞏**

Category of Vehicle:

|  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Category of Vehicle *(Please tick)* | | | | | | | | |
| M | | N | | | O | | | |
| M2 | M3 | N1 | N2 | N3 | O1 | O2 | O3 | O4 |
|  |  |  |  |  |  |  |  |  |

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| --- | --- | --- | --- |
| **Vehicle Category** | **Sub - Category** | **Maximum number of passengers (not including the driver)** | **Maximum Mass (M)** |
| **M** | M1 | 8 | N.A |
| M2 | >8 | M < 5 tonnes |
| M3 | >8 | M > 5 tonnes |
| **N** | N1 | 6 | M < 3.5 tonnes |
| N2 | 8 | 3.5 < M < 12 tonnes |
| N3 | 8 | > 12 tonnes |
| **O** | O1 | N/A | < 0.75 tonnes |
| O2 | N/A | 0.75 < M < 3.5 tonnes |
| O3 | N/A | 3.5 < M < 10 tonnes |
| O4 | N/A | > 10 tonnes |

Inspection for:

|  |  |
| --- | --- |
| Approval | Required (Y/N) |
| Conversion of existing vehicle to category N1: |  |
| National Small Series Type Approval: (NSSTA) |  |
| Individual Vehicle Approval (IVA): |  |

Contents of record:

1. General information
2. Details of Tests
3. Remarks
4. List of Appendices
5. Signature and Authorisation

**1. General Information**

Test objective:

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| --- | --- |
|  | Y/N |
| To check that previous masses and dimensions (not passenger cars) approvals to base vehicle have not been invalidated |  |
| To approve masses and dimensions (not passenger cars) after modifications |  |
| To confirm masses and dimensions (not passenger cars) comply with requirements in *European Communities (Road Vehicles: Type-Approval) Regulations 2009*) |  |

Test dates:

|  |  |
| --- | --- |
| Date of receipt of test item |  |
| Date of start of test / inspection |  |
| Date of finish of test / inspection |  |

Equipment and calibration data:

|  |  |
| --- | --- |
| Equipment Serial No. | Calibration  due date |
|  |  |
|  |  |

**2. Detail of Tests**

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| --- | --- | --- | --- | --- |
| **Tyres (Vehicle Categories M, N & O)** | | | | |
| **Vehicle Category** | **Tyre Size** | **Load Index** | **Speed Symbol** | **e/E marks** |
|  |  |  |  | Axle 1:  Axle 2:  Axle 3:  Axle 4: |

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| --- | --- | --- |
| **Overall dimensions (Vehicle categories M & N)**  *(See pages 6 and 7 for category O vehicles – Trailers/Semi-trailers)* | | |
| **Length (mm)** | **Width (mm)** | **Height (mm)** |
|  |  |  |

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| --- | --- | --- |
| **Category M & N Vehicles** | | |
| **Axle Track (mm)** | | **Wheelbase (mm)** |
| **Axle 1:** | **Axle 2:** |  |
| **Axle 3:** | **Axle 4:** |

|  |  |
| --- | --- |
| **Category of Vehicle** | **Length of Cargo Area (mm)** |
| **N1:** | See pages 8, 9, 10, 11 and 12 of Test Record |
| **N2:** |  |
| **N3:** |  |

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| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **Trailers** | | | | | | | | | | |
| **Category of Trailer** | **Number of axles** | **Wheelbase (mm)** | **Axle Track (mm)** | **Overall Length**  **(mm)** | **Overall Width**  **(mm)** | **Overall Height**  **(mm)** | **Axle Spacing**  **(mm)** | **Distance between centre of coupling device and rear of the trailer**  **(mm)** | **Length of loading area (mm)** | **Rear overhang \*(mm)** |
|  |  |  |  |  |  |  | Axle 1 – 2: mm  Axle 2 - 3: mm  Axle 3 – 4: mm |  |  |  |
| **Coupling Type Approval Number (e/E mark):** | | | | |  | | | | | |
| \* Rear overhang:  Single axle trailer: rear overhang is the distance between a vertical plane at right angles to such axis passing through the centre point of the rear axle and a vertical plane at right angles to such axis passing through the rearmost point of the vehicle, not including any ladder, devices for securing tarpaulin, lighting equipment, ram rubbers, etc.  3 or more axle trailer: rear overhang is the distance between a vertical plane at right angles to such axis passing through the centre point of a straight line joining the centre points of the rear and second rearmost axles and a vertical plane at right angles to such axis passing through the rearmost point of the vehicle, not including any ladder, devices for securing tarpaulin, lighting equipment, ram rubbers, etc. | | | | | | | | | | |

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| **Semi-Trailers** | | | | | | | | | | | |
| **Category of Trailer** | **Number of axles** | **Wheelbase**  **(mm)** | **Axle Track (mm)** | **Overall Length**  **(mm)** | | **Overall Width**  **(mm)** | **Overall Height**  **(mm)** | **Axle Spacing**  **(mm)** | **Distance between axis of fifth wheel king-pin and rear of the trailer**  **(mm)** | **Length of loading area (mm)** | **Rear overhang \*(mm)** |
|  |  |  |  |  | |  |  | Axle 1 – 2: mm  Axle 2 - 3: mm  Axle 3 – 4: mm |  |  |  |
| **King-pin Type Approval Number (e/E mark):** | | | | |  | | | | | | |
| \* Rear overhang:  Single axle trailer: rear overhang is the distance between a vertical plane at right angles to such axis passing through the centre point of the rear axle and a vertical plane at right angles to such axis passing through the rearmost point of the vehicle, not including any ladder, devices for securing tarpaulin, lighting equipment, ram rubbers, etc.  3 or more axle trailer: rear overhang is the distance between a vertical plane at right angles to such axis passing through the centre point of a straight line joining the centre points of the rear and second rearmost axles and a vertical plane at right angles to such axis passing through the rearmost point of the vehicle, not including any ladder, devices for securing tarpaulin, lighting equipment, ram rubbers, etc. | | | | | | | | | | | |

**Special Conditions for Category N1 Vehicles**

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| --- | --- | --- | --- | --- |
| **Category of vehicle:** | **Compartment(s) where all seating positions are located are separated from the loading area (Y/N)** | **If NO, loading area provided with securing devices in compliance with ISO27956:2009 (Y/N)** | **Number of Seating Positions** | **Number of Seat Rows** |
| N1: | Yes: 🞏 No: 🞏 | Yes: 🞏 No: 🞏 |  |  |

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| --- | --- | --- | --- |
| **Category N1 Vehicles – With One Seat Row**  *(Seating compartment and loading compartment not separated – no partition or bulkhead*  *See item 3.8.2.2 of IVA Test Procedure 48)* | | | |
| **Seat Positions** *(as per 3.8.2.3.2 of IVA Test Procedure 48)* | **Length of Cargo Bay (mm)**  *(as per 3.8.2.3.5 (a) of IVA Test Procedure 48)* | **Height of Loading Aperture**  **(mm)**  *(as per 3.8.2.3.1 (a) of IVA Test Procedure 48)* | |
| Min. | Actual |
| Seat adjustable: Yes🞏 No 🞏 |  | 600 |  |
| Rearmost position: Yes🞏 No 🞏 |
| Seat angle of 25˚: Yes🞏 No 🞏 |
| If seat is height adjustable,  seat set to lowest position: Yes🞏 No 🞏 |
| Seat back not adjustable,  seat shall be in the position  designed by the  vehicle manufacturer: Yes🞏 No 🞏 |

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| **Category N1 Vehicles – With Two or more Seat Rows**  *(Seating compartment and loading compartment not separated – no partition or bulkhead*  *See item 3.8.2.3.5 (a) of IVA Test Procedure 48)* | | | | | |
| **Seat Positions** *(as per 3.8.2.3.2 of IVA Test Procedure 48)* | **Length of Cargo Bay (mm)**  *(as per 3.8.2.3.5 (a) of IVA Test Procedure 48)* | **Height of Loading Aperture**  **(mm)**  *(as per 3.8.2.3.1 (a) of IVA Test Procedure 48)* | | **Area of Aperture for vehicles with two or more seat rows (cm²)**  *(as per 3.8. of IVA Test Procedure 48)* | |
| Min. | Actual | Min. | Actual |
| Seat adjustable: Yes🞏 No 🞏 |  | 800 |  | 12800 |  |
| Rearmost position: Yes🞏 No 🞏 |
| Seat angle of 25˚: Yes🞏 No 🞏 |
| If seat is height adjustable,  seat set to lowest position: Yes🞏 No 🞏 |
| Seat back not adjustable,  seat shall be in the position  designed by the  vehicle manufacturer: Yes🞏 No 🞏 |
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| --- | --- |
| **Category N1 Vehicles**  *(Seating compartment and loading compartment separated – with partition or bulkhead.*  *See item 3.8.2.3.5 (b) of IVA Test Procedure 48)* | |
| **Length of Cargo Bay**  **(mm)**  *(as per 3.8.2.3.5.(b) of IVA Test Procedure 48)* | **Height of Loading Aperture**  **(mm)**  *(as per 3.8.2.3.1(a) of IVA Test Procedure 48)* |
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| **Category N1 Vehicles – with an enclosure type body and maximum mass of 3.5t**  *(See item 3.8.3 of IVA Test Procedure 48)* | | | | | |
| **Access to Loading Bay** | **Length of Cargo Bay (mm)**  *(as per 3.8.2.3.5 (b) of IVA Test Procedure 48)* | **Height of Loading Aperture (mm)**  *(as per 3.8. of IVA Test Procedure 48)* | | **Area of Aperture for vehicles with two or more seat rows (cm²)**  *(as per 3.8. of IVA Test Procedure 48)* | |
|  | **Min.** | **Actual** | **Min.** | **Actual** |
| Rear door: Yes🞏 No 🞏 | 800 |  | 12800 |  |
| Tailgate: Yes🞏 No 🞏 |
| Other: Yes🞏 No 🞏  *(Specify)* |

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| **Category N1 Vehicles – with an open type cargo area**  *(See item 3.8.3.2 of IVA Test Procedure 48)* | | |
| **Access to Loading Bay** | | **Length of Cargo Bay (mm)**  *(as per 3.8.2.3.5 (b) of IVA Test Procedure 48)* |
| Rear door: | Yes🞏 No 🞏 |  |
| Tailgate: | Yes🞏 No 🞏 |
| Other:  *(Specify)* | Yes🞏 No 🞏 |

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| --- | --- | --- | --- | --- | --- | --- |
| **Vehicle Categories M, N & O** | | | | | | |
| M (tonne) *(technically permissible max laden mass of vehicle)* | Mi (tonne) *(technically permissible max mass on each axle)* | μj (tonne) *(technically permissible max mass on group of axles – tandem axles or tri-axles)* | TM (tonne) *(technically permissible max towable mass)* | MC (tonne) *(maximum laden mass of the combination), if applicable* | Fifth wheel couplings, maximum imposed load (tonnes) | King-Pin, maximum load (tonne) |
|  | Axle 1: | Tandem axle: |  |  |  |  |
| Axle 2: |
| Axle 3: | Tri-axle: |
| Axle 4: |

* The sum of the masses Mi must not be less than the mass M.
* For each group of axles designated ‘j’, the sum of the masses Mi on its axles must not be less than the mass μj. In addition, each of the masses Mi must not be less than the part of μj applying on the axle ‘i’ as determined by the mass distribution laws for that group of axles.
* The sum of the masses μj must not be less than the mass M.
* The mass in running order, plus the mass corresponding to 75 kg multiplied by the number of passengers, plus the technically permissible maximum mass on the coupling point, must not

exceed the mass M.

* When the vehicle is laden to its mass M the mass corresponding to the load on the axle ‘i’ must not exceed the mass Mi on that axle, and the mass corresponding to the load on the solo axle or group of axles ‘j’ must not exceed the mass *μ*j.
* Uniform distribution of mass means the vehicle in running order with a mass of 75 kg positioned on every passenger seat is laden to its mass M, the payload being uniformly distributed on the area designed for the transportation of goods.

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| **Bodywork** | |
| Bodywork attached as per Evaluation Form, Section 9 “Fitted Body”: | Yes: 🞏 No: 🞏 |
| **If no, give details describing any differences** | |
| Body Description : |  |
| Body identification marking: |  |
| Location of body identification marking: |  |
| Mounting Plates:  *(Number off, size off, etc)* |  |
| Bolts:  *(Number off, size off, etc)* |  |
| Welding: |  |
| Other: |  |

**3. Remarks (if any):**

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**4. Appendices:**

Appendix 1: Base vehicle Certificate of Conformity - CoC number [if applicable]

Appendix 2: Component / Separate Technical Unit / System – Type Approval number [if applicable]

**5. Signature and Authorisation**

I confirm that I have carried out the Masses and Dimensions (other than passenger cars) Test in accordance with the test procedures for this category of vehicle and category of approval. The vehicle (*identification*) complies with the Masses and Dimensions (other than passenger cars) requirements.

Signature Date

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Name

[official stamp of ATC]