Test report

No.: 15-00056-CP-PRG-01

Test of seat
with regard to Directive / Regulation (EC/EU) / Regulation No. **ECE R17**
taking into consideration amendment No. 08, **Supplement 4**

Approval subject: **Seats, their anchorages and any head restraints**

Approval status		
☐	Granting of a type approval	N/A
☐	Extension/correction to type approval no.	N/A

0. Reasons of extension

- **Change of manufacturer name**
- **Addition of new Intap seats and legs**
- **Editorial changes**

I. General

Make:	INTAP
Type:	TAXI
Commercial name(s) (if available):	S1TAX01 S1TAX02 S1TAX03 S1TAX06 S1TAX08 S1TAX09 S1TAX10 S1TAX11 S1TAX12
Category of vehicle:	M1, N1, N2, M2
Name and address of manufacturer:	INTAP ADVANCED TECHNOLOGY Sp. z o.o. Sp. k. Rokicińska 1110/112 95-006 Bukowiec Poland
Name and address of representative:	N/A
Reference number of information folder:	TAX/01/2019
Date of issue of information folder:	05.04.2019

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II. Test results

Refer to the Annex

III. Enclosures

Information Folder

IV. *Statement of conformity*

The mentioned information folder and the type described therein are in accordance with the test basis mentioned above. The worst-case was selected in accordance with document "Requirements for Test Reports (AS-PB-T-02)".

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TÜV SÜD Auto Service GmbH is designated as Technical Service by:

Genehmigungsbehörde ***Approval authority***	**Land** ***Country***	**Registriernummer** ***Registration number***
Kraftfahrt-Bundesamt (KBA)	Deutschland *Germany*	KBA-P 00100-10
Vehicle Certification Agency (VCA)	Vereinigtes Königreich *United Kingdom*	VCA-TS-006
Approval Authority of the Netherlands (RDW)	Niederlande *The Netherlands*	RDWT-082-xx
National Standards Authority of Ireland (NSAI)	Irland *Ireland*	Technical Service Number: 49
Société Nationale de Certification et d'Homologation s.à r.l.	Luxemburg *Luxembourg*	B27180

Munich, 06.06.2019

Technischer Dienst Technical Service TÜV SÜD Auto Service GmbH 029

Ing. Martin Hron
Authorized signatory

Annex

Test report

1. Technical data of the test sample

Seat(s) designated for use only when the vehicle is stationary:	The Taxi Tip and Fold, Taxi Tip and Fold RT, Taxi Tip and Fold HB, Taxi Flip Up, Taxi Flip Up Adjust, Taxi Flip Up HB. All of seats mentioned above in ambulance mode
Dedicated for seat(s):	Taxi (S1TAX01), Taxi Adjust (S1TAX02), Taxi Tip and Fold (S1TAX03) Taxi Tip and Fold RT (S1TAX06) Taxi HB (S1TAX08) Taxi Flip Up (S1TAX09) Taxi Flip Up Adjust (S1TAX10) Taxi Tip and Fold HB (S1TAX11) Taxi Flip Up HB (S1TAX12)

Legs and consoles which can be used:

Legs:	Locking systems:	Wheel arches:
N0AZM03, N0AZM06	UNWIN SL/STD	P1NKL15
N0AZM09, N0AZM34	UNWIN HAL	P1NKL16
N0AZM35, N0AZM36	AMF-Bruns Lockable	P1NKL17
N0AZM37, N0AZM38	Qstraint QSF seat fixing	P1NKL18
N0AZM40, N0AZU10	NMI W-fitting	P1NKL19
N0BLS05, N0BLS09	NMI V-fitting	P2NKL05
N0BLS10, N0BLS11	TMI-017	P2NKL06
N0BLS17	TMDS-007	
	TMI-012	

Mounting bases:	Optional components:
P1SBE01, P1SBE02, P1SBE04, P1PPK01, P1PPK04	P1OBR02, P1PSU16, P1ADA10, P1ADA14, P1ADA18

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2. Test conditions

2.1. Test sample

Taxi seats family (S1TAX01, S1TAX02, S1TAX03, S1TAX06, S1TAX08, S1TAX09 S1TAX10, S1TAX11, S1TAX12) mounted on different legs (dynamic tests) or on rigid fixture (static and energy dissipation tests).

Tests of seats S1TAX02 and S1TAX03 are covered by tests of seats S1TSF02 and S1TSF03 due to the same construction of seat and seatback frame and meaning of attachment of seat to leg. Seats S1TSF02 and S1TSF03 are worst case for head restraint retention test due to the use of detachable head restraint.

The static tests were not necessary because backrests and headrests are the same on seats S1TSF02 and S1TSF03 as S1TAX01,02 and 03.

2.2. Test procedures used:

According to procedure of check of geometry, static strength and energy dissipation of seats and head restraints, par 5,6 and annexes 4,5 and 8 of ECE 17.08 and dynamic (sled) strength of seats and their anchorages, par 5,6 and annexes 7 of ECE 17.08

2.3. Measuring and test equipment:

- Test device for seat and head restraint performance with controller
- Torso angle: 3D H-point machine with height measurement fixture
- Testing pendulum with accelerometers
- Tape rule
- Deceleration sled test device
- High speed camera

2.4. Test track or site:

TÜV SÜD Czech s.r.o., Mladá Boleslav, Czech Republic,
DEKRA laboratory, Klíčany, Czech Republic
PIMOT, Warszawa, Poland,
OKB laboratory, Bukowiec, Poland

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3. Test results

3.1. General

3.1.1. H point measuring: H point positions and actual torso angles conform to the values of manufacturer's documentation

3.1.2. Head restraint/seat back performance

Definition and requirement	Paragraph		Measured values
	Requirement	Test procedure	Rear seats
No side facing seats in vehicles of the class M1, N1	*5.1.*	*N/A*	No side facing seats installed. Smartseat Easy Turny is possible used in ambulance mode only when the vehicle is stationary.
Adjusting and displacement automatic locking systems	*5.2.1 – 5.2.2.*	*N/A*	No displacement system provided, adjusting systems lock automatically
Energy absorption of the rear parts of the seats, the deceleration of the headform **≤ 80 g** continuously for more than 3 ms under the impact	*5.2.3*	*6.8.1.1, Annex 6*	According to 5.5.6 the requirements are deemed to be satisfied, because the seats are equipped with head restraints and requirements of par 5.5.2 are met
Roughness or sharp edges of the rear seat parts - radii 2,5 mm in area 1 - radii 5,0 mm in area 2 - radii 3,2 mm in area 3	*5.2.4*	*6.8.1*	Pass
No seat ruptures after tests	*5.2.5*	*6.2 and 6.3*	No ruptures occured (see also 2.2)
No release of the locking systems during the test	*5.2.6.*	*6.3 and 2.1. of Annex 9*	No release occured (see 2.2)
Requirements for vehicles of category N, M_2 and M_3	5.3.		Due to the results of tests provided for vehicles M1 category requirements for N and M2 category are deemed to be satisfied.

Installation of the head restraints (min. front outboard seats)	5.4.	N/A	All seats are equipped with integrated head restrain		
			S1TAX01	S1TAX02 (S1TSF02)	S1TAX03 (S1TSF03)
No additional cause of danger to occupants of the vehicle by the head restraint; energy absorption - the deceleration of the headform **≤ 80 g** continuously for more than 3 ms under the impact*	*5.5.*	*6.8.1.1.3 , Annex 6*	Rear head restraint surface:		
			max. 40,9 g at 24,1 km/h		
			Front head restraint surface:		
			max. 42,6 g at 24,1 km/h		
Highest distance of the head restraint top from R point: **H ≥ 750 mm** for **rear** seats	*5.6.3.1*	*6.5*	762 mm	762 mm	804 mm
Min. height in any position for use **H ≥ 750 mm** for **rear outboard** seat **H ≥ 700 mm** for **rear middle** seats	*5.6.3.2 (5.6.5.)*	*6.5*	762 mm	762 mm	804 mm
Height of the head restraint effective area **h ≥ 100 mm**	*5.7.1*	*6.5*	> 100 mm	> 100 mm	> 100 mm
Gap between head restraint and seat-back **m ≤ 25 mm**	*5.8*	*6.7*	N/A	N/A	N/A
Integral head restraints	*5.9*	*6.7, 6.4.3.3.2*	N/A (not installed)	N/A (not installed)	N/A (not installed)
Head restraints with gaps	*5.10*	*6.7*	N/A (no gaps)	N/A (no gaps)	N/A (no gaps)
Width of head restraint 65 mm below its top **L ≥ 170 mm**	*5.11*	*6.6*	190 mm	190 mm	190 mm
Head rearward displacement **X < 102 mm** when loaded to moment 373 Nm around R point	*5.12*	*6.4*	68 mm	64 mm	35 mm
Loading force for head restraint **F ≥ 890 N**	*5.13*	*6.4.3.6.*	890 N without rupture	890 N without rupture	890 N without rupture
Raise the head restraint beyond the operational height	*5.14*	*N/A*	Not possible	Not possible	Not possible
Strength of the seat back under the load of 530 Nm per seating position	*5.2.7, 5.15*	*6.2*	Passed without ruptures	Passed without ruptures	Passed without ruptures
Luggage displacement retention requirements	*5.16*	*Annex 9*	N/A		

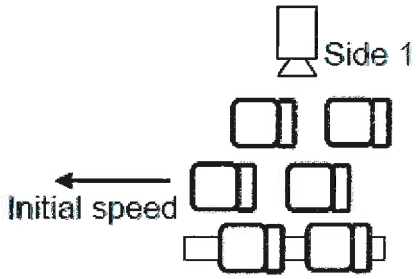
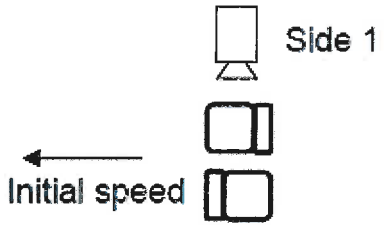
*For energy dissipation tests was used seat (S1TAX01) as a worst case representative.

3.2. Dynamic test

Details of the test according to 6.3

3.2.1. Frontal impact

Requirement acc. to 5.2.5., 5.2.6.

Test A – seats S1TAX02 and S1TAX03 (S1TSF02, S1TSF03)		Test B – seat S1TAX01 (valid for rear impact too)	
			
Torso angle	19°	Torso angle	19°
Longitudinal adjustment	N/A	Longitudinal adjustment	N/A
Vertical adj.	N/A	Vertical adj.	N/A

3.2.1.1. Test speed and achieved deceleration

	Test A		Test B	
	Requirement	Measured	Requirement	Measured
Impact speed v_0	50^{+0}_{-2} km/h	Achieved	50^{+0}_{-2} km/h	Achieved
Deceleration	20g for 30ms	Achieved	20g for 30ms	Achieved

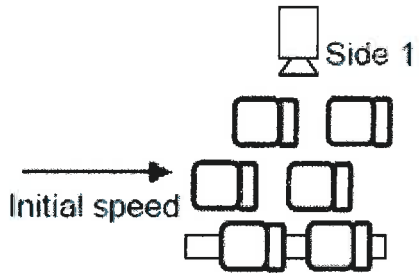
3.2.1.2. Results

Paragraph of the regulation ECE 17.08 marked in *italics*

5.2.5	There was no failure of the seat frame or seat anchorage, adjustment and displacement systems or their locking devices during the test.
5.2.6.	There was no release of the locking systems during the tests.

3.2.2. Rear impact

Requirement acc. to 5.2.5, 5.2.6. tests according to paragraph 6.3

Test C – seats S1TAX02 and S1TAX03 (S1TSF02, S1TSF03)	
	
Torso angle	19°
Longitudinal adjustment	N/A
Vertical adj.	N/A

3.2.2.1. Test speed and achieved deceleration

	Requirement	Measured
Impact speed v_0	50^{+0}_{-2} km/h	Achieved
Deceleration	20g for 30ms	Achieved

3.2.2.2. Results

Paragraph of the regulation ECE 17.08 marked in *italics*

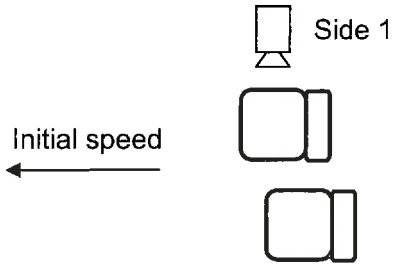
5.2.5	There was no failure of the seat frame or seat anchorage, adjustment and displacement systems or their locking devices during the test.
5.2.6.	There was no release of the locking systems during the tests.

3.2.3. Frontal impact

Requirement acc. to 5.2.5, 5.2.6. tests according to paragraph 6.3.

Test D:

- Taxi seat with revolving system mounted on interleg with V-fittings
- Taxi seat with revolving system on slide base



Torso angle	11,5°
Longitudinal adjust-ment	N/A
Vertical adj.	N/A
Head restraint	Integral

3.2.3.1. Test speed and achieved deceleration

	Requirement	Measured
Impact speed v_0	50^{+0}_{-2} km/h	48,9 km/h
Deceleration	20g for 30ms	Achieved

3.2.3.2. Results

Paragraph of the regulation ECE 17.08 marked in *italics*

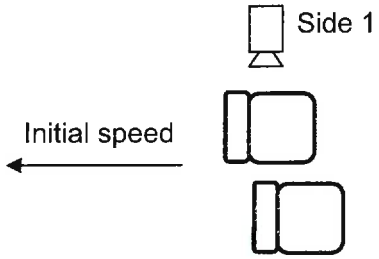
5.2.5.	There was no failure of the seat frame or seat anchorage, adjustment and displacement systems or their locking devices during the test.
5.2.6.	There was no release of the locking systems during the tests.

3.2.4. Rear impact

Requirement acc. to 5.2.5, 5.2.6. tests according to paragraph 6.3.

Test E:

- Taxi seat with revolving system mounted on interleg with V-fittings
- Taxi seat with revolving system on slide base



Torso angle	11,5°
Longitudinal adjustment	N/A
Vertical adj.	N/A
Head restraint	Integral

3.2.4.1. Test speed and achieved deceleration

	Requirement	Measured
Impact speed v_0	50^{+0}_{-2} km/h	48,8 km/h
Deceleration	20g for 30ms	Achieved

The seats S1TAX11 and S1TAX12 have the same construction of backrest and seat cushion as seat S1TSF06 and the test results of S1TSF06 can be used as representative to S1TAX11 and S1TAX12.

3.2.4.1. Results

Paragraph of the regulation ECE 17.08 marked in *italics*

5.2.5.	There was no failure of the seat frame or seat anchorage, adjustment and displacement systems or their locking devices during the test.
5.2.6.	There was no release of the locking systems during the tests.

4. Place and date of testing

As before and 03.01.2019

TÜV SÜD Czech s.r.o., Mladá Boleslav,
Czech Republic,
DEKRA laboratory, Klíčany, Czech Republic
PIMOT, Warszawa, Poland,
OKB laboratory, Bukowiec, Poland

Photos:

Dynamic test

Forward direction Test D

Before test

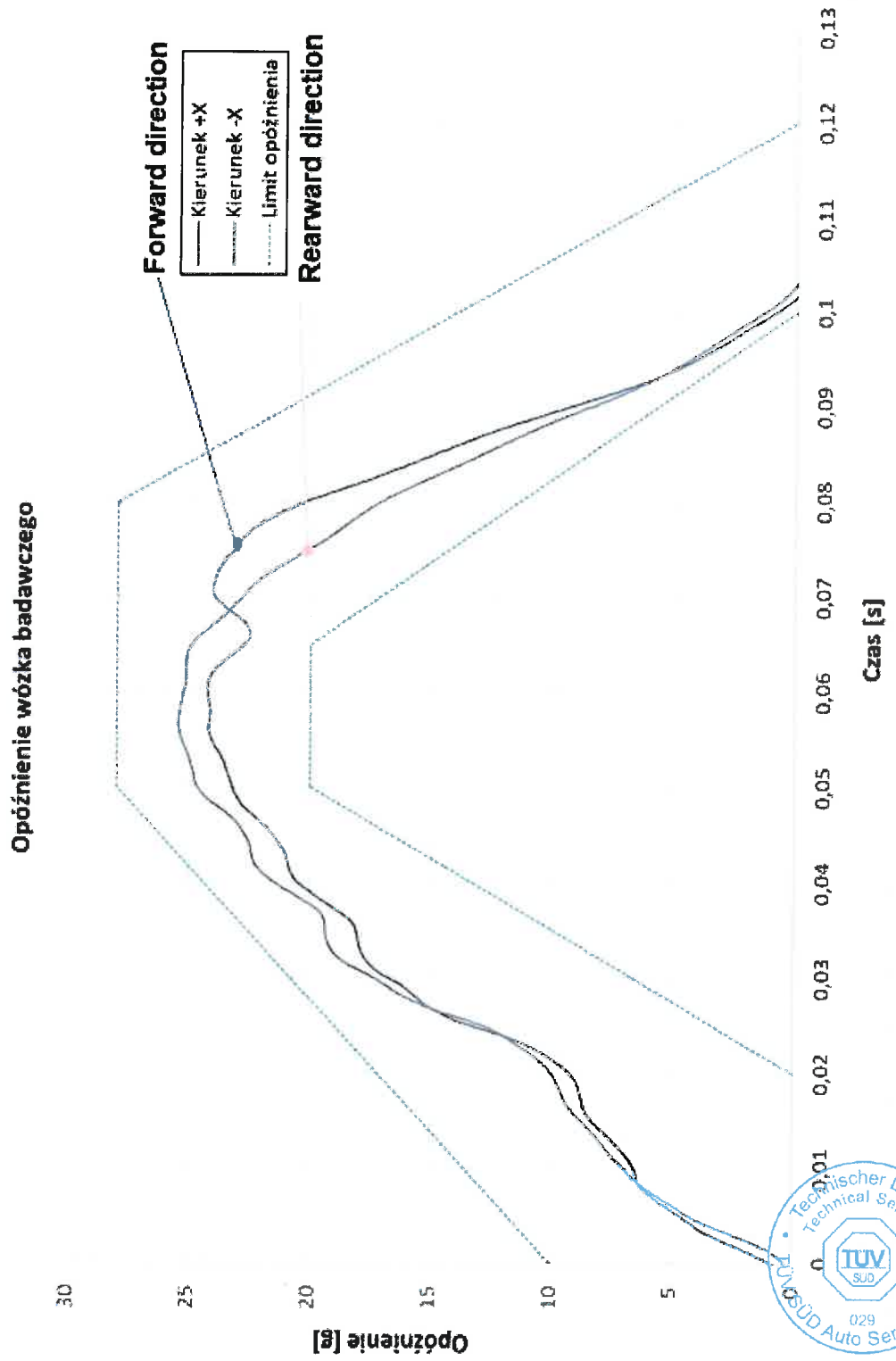
After test

Rearward direction Test E

Before test

After test

Graphs:
Dynamic tests
Test D, E - taxi seat
Forward and rearward direction



INFORMATION DOCUMENT:

No. **TAX/01/2019**

PURSUANT TO **ECE REGULATION No. 17**

“UNIFORM PROVISIONS CONCERNING THE APPROVAL OF VEHICLES WITH REGARD TO THE SEATS, THEIR ANCHORAGES AND ANY HEAD RESTRAINTS“

(as last amended)

FOR THE SEATS **TAXI,** TYPES:

S1TAX01, S1TAX02, S1TAX03, S1TAX06, S1TAX08, S1TAX09, S1TAX10, S1TAX11, S1TAX12

Reasons of extension:

1. **Change of manufacturer name**
2. **Addition of new Intap seats and legs**
3. **Editorial changes**

Artur Szadkowski

Kierownik projektów

……..

name

position in company

Total number of pages: ***123***

Date of issue: **05.04.2019**

List of documentation and supplements

List of enclosures

Appendix 1 – TAXI seats – assembly variants

Appendix 2 – TAXI - drawings

Appendix 3 – Legs

Appendix 4 – Wheel arch fixation frames and boxes

Appendix 5 – Other fixation bases

Appendix 6 – Optional components – revolving bases, sliding rails, adaptors and spacers

Appendix 7 – Quick locks, t – bolts and fixation brackets

0. GENERAL

0.1.1	Order party:	**INTAP ADVANCED TECHNOLOGY Sp. z o.o. Sp. k.** Rokicińska 1110/112 95-006 Bukowiec Poland
0.1.2.	Manufacturer:	**INTAP ADVANCED TECHNOLOGY Sp. z o.o. Sp. k.** Rokicińska 1110/112 95-006 Bukowiec Poland
0.2.		**TAXI**
0.2.1.	Commercial name(s) (if available):	S1TAX01 S1TAX02 S1TAX03 **S1TAX06** **S1TAX08** **S1TAX09** **S1TAX10** **S1TAX11** **S1TAX12**
0.2.2.	Dedicated for seat(s):	Taxi (S1TAX01), Taxi Adjust (S1TAX02), Taxi Tip and Fold (S1TAX03) **Taxi Tip and Fold RT (S1TAX06)** **Taxi HB (S1TAX08)** **Taxi Flip Up (S1TAX09)** **Taxi Flip Up Adjust (S1TAX10)** **Taxi Tip and Fold HB (S1TAX11)** **Taxi Flip Up HB (S1TAX12)**
0.3.	Category of vehicle:	M1, N1, M2, N2

1. GENERAL CONSTRUCTION CHARACTERISTICS OF THE SEAT

1.1.	Photographs and/or drawings of a representative	Appendix 1

2. BODYWORK

2.1. Number of seating positions — N.A.

2.2. Location and arrangement — N.A.

2.3. Seat(s) designated for use only when the vehicle is stationary — The Taxi Tip and Fold, Taxi Tip and Fold RT, Taxi Tip and Fold HB, Taxi Flip Up, Taxi Flip Up Adjust, Taxi Flip Up HB. All of seats mentioned above in ambulance mode

2.4. Mass

Seats:

S1TAX01: 16,5kg
S1TAX02: 17,5kg
S1TAX03: 25,5kg
S1TAX06: 26,1kg
S1TAX08: 20,2kg
S1TAX09: 22,0kg
S1TAX10: 22,0kg
S1TAX11: 28,2kg
S1TAX12: 24,7kg

Locking systems:

UNWIN SL/STD: 0,9kg
UNWIN HAL: 1,8kg
AMF-Bruns Lockable: 0,7kg
Qstraint QSF seat fixing: 0,7kg
NMI W-fitting: 0,9kg
NMI V-fitting: 2,4kg
TMI-017: 0,08kg
TMDS-007: 0,11kg
TMI-012: 0,05kg

Mounting bases:

P1SBE01: 10,2kg – 12,2kg
P1SBE02: 10,2kg – 12,2kg
P1SBE04: 13,5kg – 16,0kg
P1PPK01: 7,1kg
P1PPK04: 6,5kg

Legs:

N0AZM03: 1,6kg – 2,1kg
N0AZM06: 1,8kg – 2,3kg
N0AZM09: 3,6kg – 4,0kg
N0AZM34: 3,6kg – 4,0kg
N0AZM35: 7,4kg – 9,2kg
N0AZM36: 1,6kg – 2,1kg
N0AZM37: 7,8kg – 9,6kg
N0AZM38: 8,1kg – 9,9kg
N0AZM40: 1,5kg – 2,0kg
N0AZU10: 3,0kg – 3,4kg
N0BLS05: 0,6kg – 2,1kg
N0BLS09: 1,0kg – 2,5kg
N0BLS10: 2,3kg – 2,8kg
N0BLS11: 1,7kg – 2,4kg
N0BLS17: 1,9kg – 2,3kg

Wheel arches:

P1NKL15: 6,4kg
P1NKL16: 9,9kg
P1NKL17: 10,4kg
P1NKL18: 9,2kg
P1NKL19: 9,1kg
P2NKL05: 15,6kg
P2NKL06: 16,6kg

Optional components:

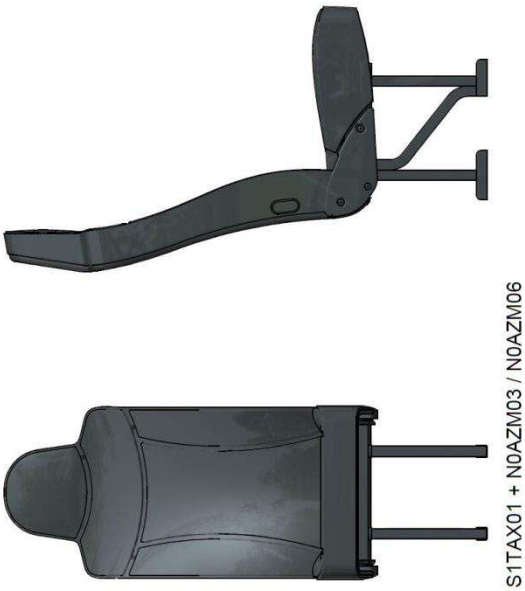
P1OBR02: 12,6kg
P1PSU16: 2,8kg
P1ADA10: 2,7kg
P1ADA14: 0,7kg
P1ADA18: 0,9kg

2.5.	The seats and their anchorages	**INTAP ADVANCED TECHNOLOGY Sp. z o.o. Sp. k.** Rokicińska 1110/112 95-006 Bukowiec Poland
2.6.	The adjustment system	Appendix 2
2.7.	The displacement and locking systems	Appendix 5, Appendix 6, Appendix 7
2.8.	The seat-belt anchorages (if incorporated in the seat structure)	Appendix 2
2.9.	The parts of the vehicle used as anchorages	N.A.
2.10.	Coordinates or drawing of the R-point	Appendix 2
2.11.	Design torso angle	Appendix 2
2.12.	Type(s) of head restraints	Integrated
2.13.	Type-approval number(s), if available	N.A.

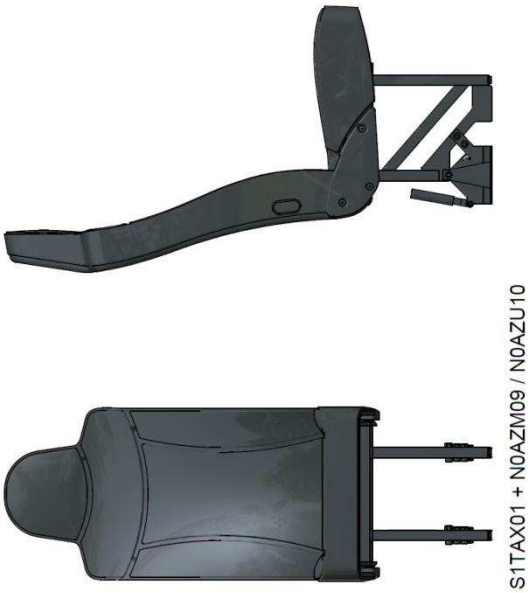
3. SAFETY BELTS AND/OR OTHER RESTRAINT SYSTEMS

3.1.	Number and position of safety belts and restraint systems and seats on which they can be used	Appendix 2
3.2.	Photographs and/or drawings of the bodywork showing the position and dimensions of the actual and the effective anchorages including the R-points	Appendix 2

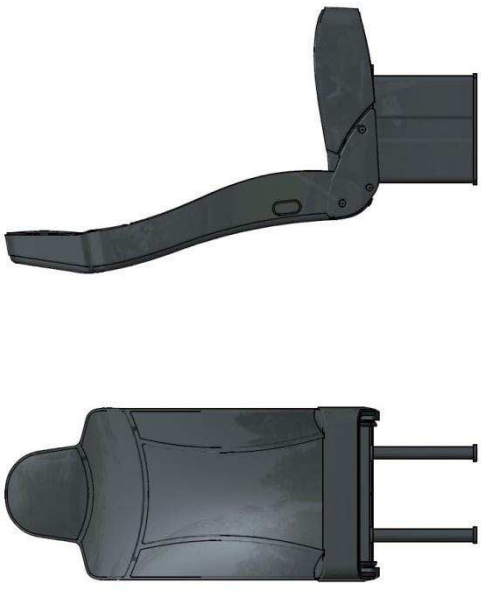
Appendix 1 – TAXI seats – assembly variants



S1TAX01 + N0AZM03 / N0AZM06



S1TAX01 + N0AZM09 / N0AZU10



S1TAX01 + N0BLS09

S1TAX01 + N0BLS10

S1TAX01 + N0BLS09 + UNWIN HAL

S1TAX01 + N0BLS11

S1TAX01 + N0BLS10 + UNWIN HAL

S1TAX01 + N0AZM03 / N0AZM06 + NMI W-fitting / UNWIN SL/STD /
/ UNWIN HAL / AMF-Bruns Lockable / Q'Straint QSF seat fixing

S1TAX01 + P1ADA10 + P1PSU16 + N0AZM09 / N0AZM34 / N0AZU10

S1TAX01 + N0BLS11 + UNWIN HAL

S1TAX01 + P1ADA10 + P1PSU16 + N0BLS05 / N0BLS09

S1TAX01 + P1ADA10 + P1PSU16 + N0AZM03 / N0AZM06 / N0AZM36 / N0AZM40

S1TAX01 + P1ADA10 + P1PSU16 + N0AZM03 / N0AZM06 /
/ N0AZM36 / N0AZM40 + NMI W-fitting / UNWIN SL/STD /
/ UNWIN HAL / AMF-Bruns Lockable / O'Straint OSF seat fixing

S1TAX01 + P1ADA10 + P1PSU16 + N0BLS10 / N0BLS17

S1TAX01 + P1ADA10 + P1PSU16 + N0BLS05 / N0BLS09 + UNWIN HAL

S1TAX01 + P1ADA10 + P1PSU16 + N0BLS11

S1TAX01 + P0ADA14 + P1OBR02 + N0AZM03 / N0AZM06 / N0AZM36 / N0AZM40

S1TAX01 + P1ADA10 + P1PSU16 + N0BLS10 / N0BLS17 + UNWIN HAL

S1TAX01 + P0ADA14 + P1OBR02 + N0AZM09 / N0AZM34 / N0AZM36 / N0AZU10

S1TAX01 + P1ADA10 + P1PSU16 + N0BLS11 + UNWIN HAL

S1TAX01 + P0ADA14 + P1OBR02 + N0BLS11

S1TAX01 + P0ADA14 + P1OBR02 + N0BLS05 / N0BLS09

S1TAX01 + P0ADA14 + P1OBR02 + N0AZM03 / N0AZM06 / N0AZM36 /
/ N0AZM40 + NMI W-fitting / UNWIN SL/STD / UNWIN HAL /
/ AMF Bruns Lockable / O'Straint OSF seat fixing

S1TAX01 + P0ADA14 + P1OBR02 + N0BLS10 / N0BLS17

S1TAX01 + P0ADA14 + P1OBR02 + N0BLS11 + UNWIN HAL

S1TAX01 + P0ADA14 + P1OBR02 + N0BLS05 / N0BLS09 + UNWIN HAL

S1TAX01 + P1PSU16 + P1OBR02 + N0AZM03 / N0AZM06 / N0AZM36 / N0AZM40

S1TAX01 + P0ADA14 + P1OBR02 + N0BLS10 / N0BLS17 + UNWIN HAL

S1TAX01 + P1PSU16 + P1OBR02 + N0BLS10 / N0BLS17

S1TAX01 + P1PSU16 + P1OBR02 + N0AZM09 / N0AZM34 / N0AZM36 / N0AZU10

S1TAX01 + P1PSU16 + P1OBR02 + N0BLS11

S1TAX01 + P1PSU16 + P1OBR02 + N0BLS05 / N0BLS09

S1TAX01 + P1PSU16 + P1OBR02 + N0BLS10 / N0BLS17 + UNWIN HAL

S1TAX01 + P1PSU16 + P1OBR02 + N0AZM03 / N0AZM06 / N0AZM36 /
/ N0AZM40 + NMI W-fitting / UNWIN SL/STD / UNWIN HAL /
/ AMF Bruns Lockable / O'Straint OSF seat fixing

S1TAX01 + P1PSU16 + P1OBR02 + N0BLS11 + UNWIN HAL

S1TAX01 + P1PSU16 + P1OBR02 + N0BLS05 / N0BLS09 + UNWIN HAL

S1TAX01 + P1PSU16 + P1ADA10 + N0AZM38

S1TAX01 + N0AZM38 + P0ADA18

S1TAX01 + P1PSU16 + P1ADA10 + N0AZM38 + NMI W-fitting / NMI V-fitting /
/ UNWIN SL/STD / UNWIN HAL / AMF-Bruns Lockable / Q'Straint QSF seat fixing

S1TAX01 + N0AZM38 + P0ADA18 + NMI W-fitting / NMI V-fitting / UNWIN SL/STD /
/ UNWIN HAL / AMF-Bruns Lockable / Q'Straint QSF seat fixing

S1TAX01 + P1PSU16 + P1OBR02 + N0AZM38

S1TAX01 + P1OBR02 + P0ADA14 + N0AZM38

S1TAX01 + P1PSU16 + P1OBR02 + N0AZM38 + NMI W-fitting / NMI V-fitting /
/ UNWIN SL/STD / UNWIN HAL / AMF-Bruns Lockable / Q'Straint QSF seat fixing

S1TAX01 + P1OBR02 + P0ADA14 + N0AZM38 + NMI W-fitting / NMI V-fitting /
/ UNWIN SL/STD / UNWIN HAL / AMF-Bruns Lockable / Q'Straint QSF seat fixing

S1TAX01 + P0ADA14 + P1OBR02 + P1SBE01 / P1SBE02 / P1SBE04

S1TAX01 + P0ADA18 + P1SBE01 / P1SBE02 / P1SBE04

S1TAX01 + P1OBR02 + P1PSU16 + P1SBE01 / P1SBE02 / P1SBE04

S1TAX01 + P1ADA10 + P1PSU16 + P1SBE01 / P1SBE02 / P1SBE04

S1TAX02 + N0BLS09

S1TAX02 + N0AZM03 / N0AZM06

S1TAX02 + N0BLS10

S1TAX02 + N0AZM09 / N0AZU10

S1TAX02 + N0BLS09 + UNWIN HAL

S1TAX02 + N0BLS11

S1TAX02 + N0BLS10 + UNWIN HAL

S1TAX02 + N0AZM03 / N0AZM06 + NMI W-fitting / UNWIN SL/STD /
/ UNWIN HAL / AMF-Bruns Lockable / Q'Straint QSF seat fixing

S1TAX02 + P1ADA10 + P1PSU16 + N0AZM09 / N0AZM34 / N0AZU10

S1TAX02 + N0BLS11 + UNWIN HAL

S1TAX02 + P1ADA10 + P1PSU16 + N0BLS05 / N0BLS09

S1TAX02 + P1ADA10 + P1PSU16 + N0AZM03 / N0AZM06 / N0AZM36 / N0AZM40

S1TAX02 + P1ADA10 + P1PSU16 + N0AZM03 / N0AZM06 /
/ N0AZM36 / N0AZM40 + NMI W-fitting / UNWIN SL/STD /
/ UNWIN HAL / AME Bruns Lockable / O'Strajnt OSE seat fixing

S1TAX02 + P1ADA10 + P1PSU16 + N0BLS10 / N0BLS17

S1TAX02 + P1ADA10 + P1PSU16 + N0BLS05 / N0BLS09 + UNWIN HAL

S1TAX02 + P1ADA10 + P1PSU16 + N0BLS11

S1TAX02 + P0ADA14 + P1OBR02 + N0AZM03 / N0AZM06 / N0AZM36 / N0AZM40

S1TAX02 + P1ADA10 + P1PSU16 + N0BLS10 / N0BLS17 + UNWIN HAL

S1TAX02 + P0ADA14 + P1OBR02 + N0AZM09 / N0AZM34 / N0AZM36 / N0AZU10

S1TAX02 + P1ADA10 + P1PSU16 + N0BLS11 + UNWIN HAL

S1TAX02 + P0ADA14 + P1OBR02 + N0BLS11

S1TAX02 + P0ADA14 + P1OBR02 + N0BLS05 / N0BLS09

S1TAX02 + P0ADA14 + P1OBR02 + N0AZM03 / N0AZM06 / N0AZM36 /
/ N0AZM40 + NMI W-fitting / UNWIN SL/STD / UNWIN HAL /
/ AMF Bruns Lockable / O'Straint OSF seat fixing

S1TAX02 + P0ADA14 + P1OBR02 + N0BLS10 / N0BLS17

S1TAX02 + P0ADA14 + P1OBR02 + N0BLS11 + UNWIN HAL

S1TAX02 + P0ADA14 + P1OBR02 + N0BLS05 / N0BLS09 + UNWIN HAL

S1TAX02 + P1PSU16 + P1OBR02 + N0AZM03 / N0AZM06 / N0AZM36 / N0AZM40

S1TAX02 + P0ADA14 + P1OBR02 + N0BLS10 / N0BLS17 + UNWIN HAL

S1TAX02 + P1PSU16 + P1OBR02 + N0BLS10 / N0BLS17

S1TAX02 + P1PSU16 + P1OBR02 + N0AZM09 / N0AZM34 / N0AZM36 / N0AZU10

S1TAX02 + P1PSU16 + P1OBR02 + N0BLS11

S1TAX02 + P1PSU16 + P1OBR02 + N0BLS05 / N0BLS09

S1TAX02 + P1PSU16 + P1OBR02 + N0BLS10 / N0BLS17 + UNWIN HAL

S1TAX02 + P1PSU16 + P1OBR02 + N0AZM03 / N0AZM06 / N0AZM36 /
/ N0AZM40 + NMI W-fitting / UNWIN SL/STD / UNWIN HAL /
/ AMF Bruns Lockable / O'Straint OSF seat fixing

S1TAX02 + P1PSU16 + P1OBR02 + N0BLS11 + UNWIN HAL

S1TAX02 + P1PSU16 + P1OBR02 + N0BLS05 / N0BLS09 + UNWIN HAL

S1TAX02 + P1PSU16 + P1ADA10 + N0AZM38

S1TAX02 + N0AZM38 + P0ADA18

S1TAX02 + P1PSU16 + P1ADA10 + N0AZM38 + NMI W-fitting / NMI V-fitting / / UNWIN SL/STD / UNWIN HAL / AMF-Bruns Lockable / Q'Straint QSF seat fixing

S1TAX02 + N0AZM38 + P0ADA18 + NMI W-fitting / NMI V-fitting / UNWIN SL/STD / / UNWIN HAL / AMF-Bruns Lockable / Q'Straint QSF seat fixing

S1TAX02 + P1PSU16 + P1OBR02 + N0AZM38

S1TAX02 + P1OBR02 + P0ADA14 + N0AZM38

S1TAX02 + P1PSU16 + P1OBR02 + N0AZM38 + NMI W-fitting / NMI V-fitting /
/ UNWIN SL/STD / UNWIN HAL / AMF-Bruns Lockable / Q'Straint QSF seat fixing

S1TAX02 + P1OBR02 + P0ADA14 + N0AZM38 + NMI W-fitting / NMI V-fitting /
/ UNWIN SL/STD / UNWIN HAL / AMF-Bruns Lockable / Q'Straint QSF seat fixing

S1TAX02 + P0ADA14 + P1OBR02 + P1SBE01 / P1SBE02 / P1SBE04

S1TAX02 + P0ADA18 + P1SBE01 / P1SBE02 / P1SBE04

S1TAX02 + P1OBR02 + P1PSU16 + P1SBE01 / P1SBE02 / P1SBE04

S1TAX02 + P1ADA10 + P1PSU16 + P1SBE01 / P1SBE02 / P1SBE04

S1TAX03 + P1SBE01 / P1SBE02 / P1SBE04

S1TAX03 + N0AZM35

S1TAX03 + P1PPK01 / P1PPK04

S1TAX03 + N0AZM35 + NMI V-fitting / NMI W-fitting / UNWIN SL/STD /
/ UNWIN HAL / AMF-Bruns Lockable / Q'Straint QSF seat fixing

S1TAX03 + P1NKL19

S1TAX03 + P1NKL15

S1TAX03 + P2NKL05 / P2NKL06

S1TAX03 + P1NKL16 / P1NKL17 / P1NKL18

S1TAX08 + N0AZM03 / N0AZM06

S1TAX06 + P2NKL11

S1TAX08 + N0AZM09 / N0AZU10

S1TAX06 + P2NKL13

S1TAX08 + N0BLS11

S1TAX08 + N0BLS09

S1TAX08 + N0AZM03 / N0AZM06 + NMI W-fitting / UNWIN SL/STD /
/ UNWIN HAL / AMF-Bruns Lockable / Q'Straint QSF seat fixing

S1TAX08 + N0BLS10

S1TAX08 + N0BLS11 + UNWIN HAL

S1TAX08 + N0BLS09 + UNWIN HAL

S1TAX08 + P1ADA10 + P1PSU16 + N0AZM03 / N0AZM06 / N0AZM36 / N0AZM40

S1TAX08 + N0BLS10 + UNWIN HAL

S1TAX08 + P1ADA10 + P1PSU16 + N0BLS10 / N0BLS17

S1TAX08 + P1ADA10 + P1PSU16 + N0AZM09 / N0AZM34 / N0AZU10

S1TAX08 + P1ADA10 + P1PSU16 + N0BLS11

S1TAX08 + P1ADA10 + P1PSU16 + N0BLS05 / N0BLS09

S1TAX08 + P1ADA10 + P1PSU16 + N0BLS10 / N0BLS17 + UNWIN HAL

S1TAX08 + P1ADA10 + P1PSU16 + N0AZM03 / N0AZM06 /
/ N0AZM36 / N0AZM40 + NMI W-fitting / UNWIN SL/STD /
/ UNWIN HAL / AMF-Bruns Lockable / O'Straint OSF seat fixing

S1TAX08 + P1ADA10 + P1PSU16 + N0BLS11 + UNWIN HAL

S1TAX08 + P1ADA10 + P1PSU16 + N0BLS05 / N0BLS09 + UNWIN HAL

S1TAX08 + P0ADA14 + P1OBR02 + N0BLS05 / N0BLS09

S1TAX08 + P0ADA14 + P1OBR02 + N0AZM03 / N0AZM06 / N0AZM36 / N0AZM40

S1TAX08 + P0ADA14 + P1OBR02 + N0BLS10 / N0BLS17

S1TAX08 + P0ADA14 + P1OBR02 + N0AZM09 / N0AZM34 / N0AZM36 / N0AZU10

S1TAX08 + P0ADA14 + P1OBR02 + N0BLS05 / N0BLS09 + UNWIN HAL

S1TAX08 + P0ADA14 + P1OBR02 + N0BLS11

S1TAX08 + P0ADA14 + P1OBR02 + N0BLS10 / N0BLS17 + UNWIN HAL

S1TAX08 + P0ADA14 + P1OBR02 + N0AZM03 / N0AZM06 / N0AZM36 /
/ N0AZM40 + NMI W-fitting / UNWIN SL/STD / UNWIN HAL /
/ AME-Bruns Lockable / O'Straint OSE seat fixing

S1TAX08 + P1PSU16 + P1OBR02 + N0AZM09 / N0AZM34 / N0AZM36 / N0AZU10

S1TAX08 + P0ADA14 + P1OBR02 + N0BLS11 + UNWIN HAL

S1TAX08 + P1PSU16 + P1OBR02 + N0BLS05 / N0BLS09

S1TAX08 + P1PSU16 + P1OBR02 + N0AZM03 / N0AZM06 / N0AZM36 / N0AZM40

S1TAX08 + P1PSU16 + P1OBR02 + N0AZM03 / N0AZM06 / N0AZM36 /
/ N0AZM40 + NMI W-fitting / UNWIN SL/STD / UNWIN HAL /
/ AME Bruns Lockable / O'Straint OSE seat fixing

S1TAX08 + P1PSU16 + P1OBR02 + N0BLS10 / N0BLS17

S1TAX08 + P1PSU16 + P1OBR02 + N0BLS05 / N0BLS09 + UNWIN HAL

S1TAX08 + P1PSU16 + P1OBR02 + N0BLS11

S1TAX08 + N0AZM38 + P0ADA18

S1TAX08 + P1PSU16 + P1OBR02 + N0BLS10 / N0BLS17 + UNWIN HAL

S1TAX08 + N0AZM38 + P0ADA18 + NMI W-fitting / NMI V-fitting / UNWIN SL/STD /
/ UNWIN HAL / AMF-Bruns Lockable / Q'Straint QSF seat fixing

S1TAX08 + P1PSU16 + P1OBR02 + N0BLS11 + UNWIN HAL

S1TAX08 + P1OBR02 + P0ADA14 + N0AZM38

S1TAX08 + P1PSU16 + P1ADA10 + N0AZM38

S1TAX08 + P1OBR02 + P0ADA14 + N0AZM38 + NMI W-fitting / NMI V-fitting /
/ UNWIN SL/STD / UNWIN HAL / AMF-Bruns Lockable / Q'Straint QSF seat fixing

S1TAX08 + P1PSU16 + P1ADA10 + N0AZM38 + NMI W-fitting / NMI V-fitting /
/ UNWIN SL/STD / UNWIN HAL / AMF-Bruns Lockable / Q'Straint QSF seat fixing

S1TAX08 + P0ADA18 + P1SBE01 / P1SBE02 / P1SBE04

S1TAX08 + P1PSU16 + P1OBR02 + N0AZM38

S1TAX08 + P1ADA10 + P1PSU16 + P1SBE01 / P1SBE02 / P1SBE04

S1TAX08 + P1PSU16 + P1OBR02 + N0AZM38 + NMI W-fitting / NMI V-fitting /
/ UNWIN SL /STD / UNWIN HAL / AME-Bruns Lockable / O'Straint OSE seat fixing

S1TAX09 + N0AZM37

S1TAX08 + P1ADA14 + P1OBR02 + P1SBE01 / P1SBE02 / P1SBE04

S1TAX09 + N0AZM37 + NMI V-fitting / NMI W-fitting / UNWIN SL/STD /
/ UNWIN HAL / AMF-Bruns Lockable / Q'Straint QSF seat fixing

S1TAX08 + P1OBR02 + P1PSU16 + P1SBE01 / P1SBE02 / P1SBE04

S1TAX10 + N0AZM37 + NMI V-fitting / NMI W-fitting / UNWIN SL/STD /
/ UNWIN HAL / AMF-Bruns Lockable / Q'Straint QSF seat fixing

S1TAX09 + P1SBE01 / P1SBE02 / P1SBE04

S1TAX10 + P1SBE01 / P1SBE02 / P1SBE04

S1TAX10 + N0AZM37

S1TAX11 + P1SBE01 / P1SBE02 / P1SBE04

S1TAX11 + N0AZM35

S1TAX11 + P1PPK01 / P1PPK04

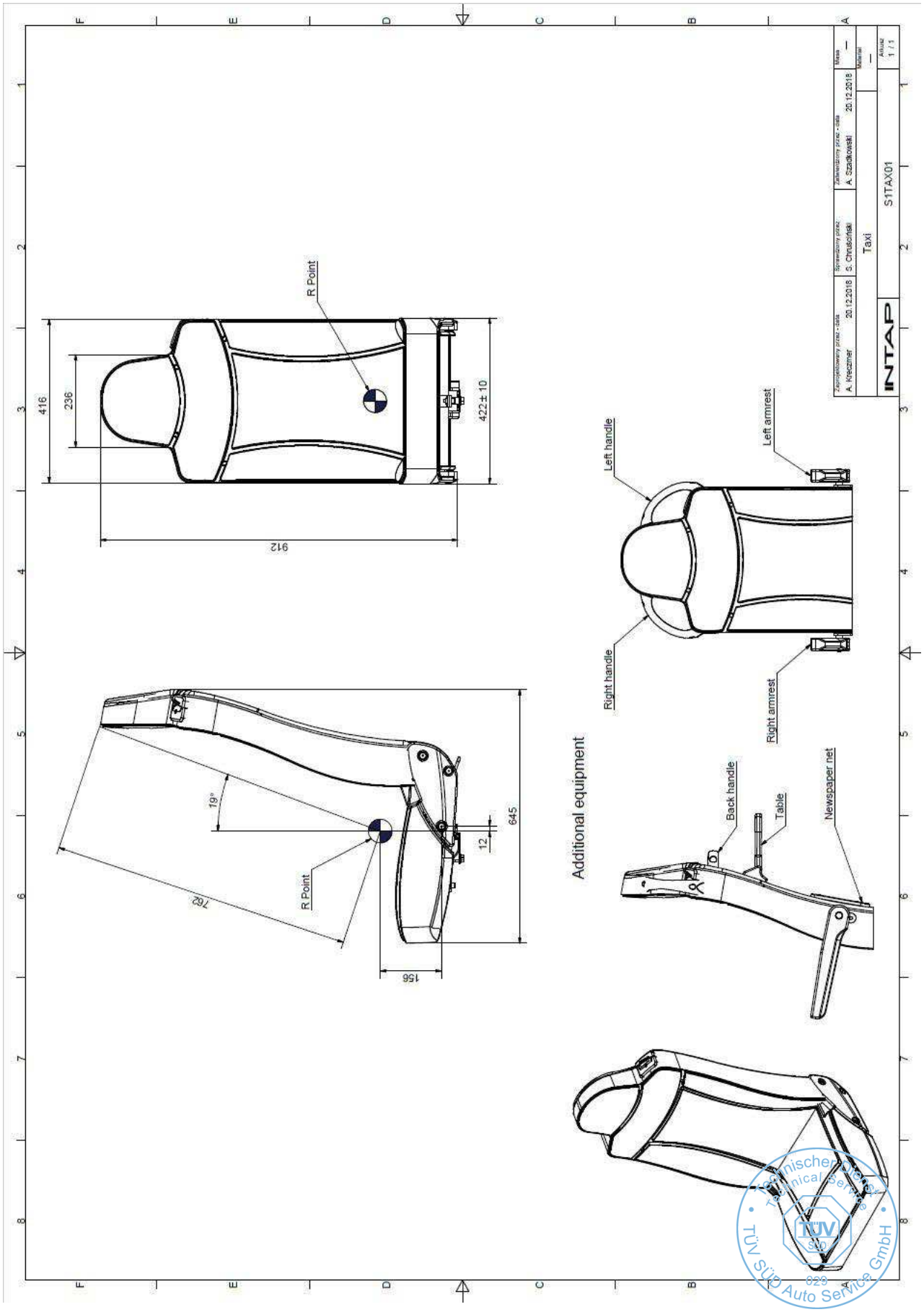
S1TAX11 + N0AZM35 + NMI V-fitting / NMI W-fitting / UNWIN SL/STD /
/ UNWIN HAL / AMF-Bruns Lockable / Q'Straint QSF seat fixing

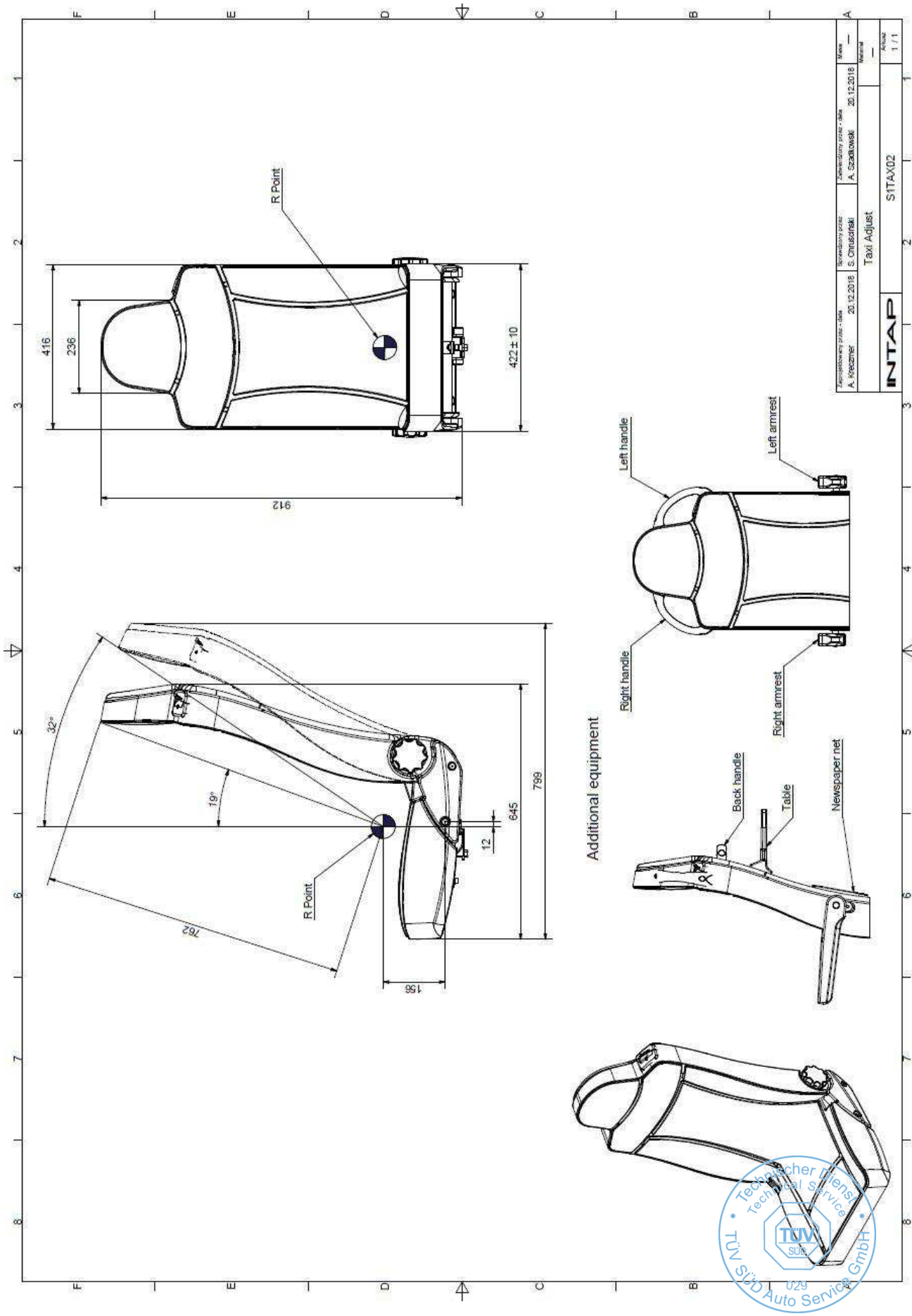
S1TAX12 + P1SBE01 / P1SBE02 / P1SBE04

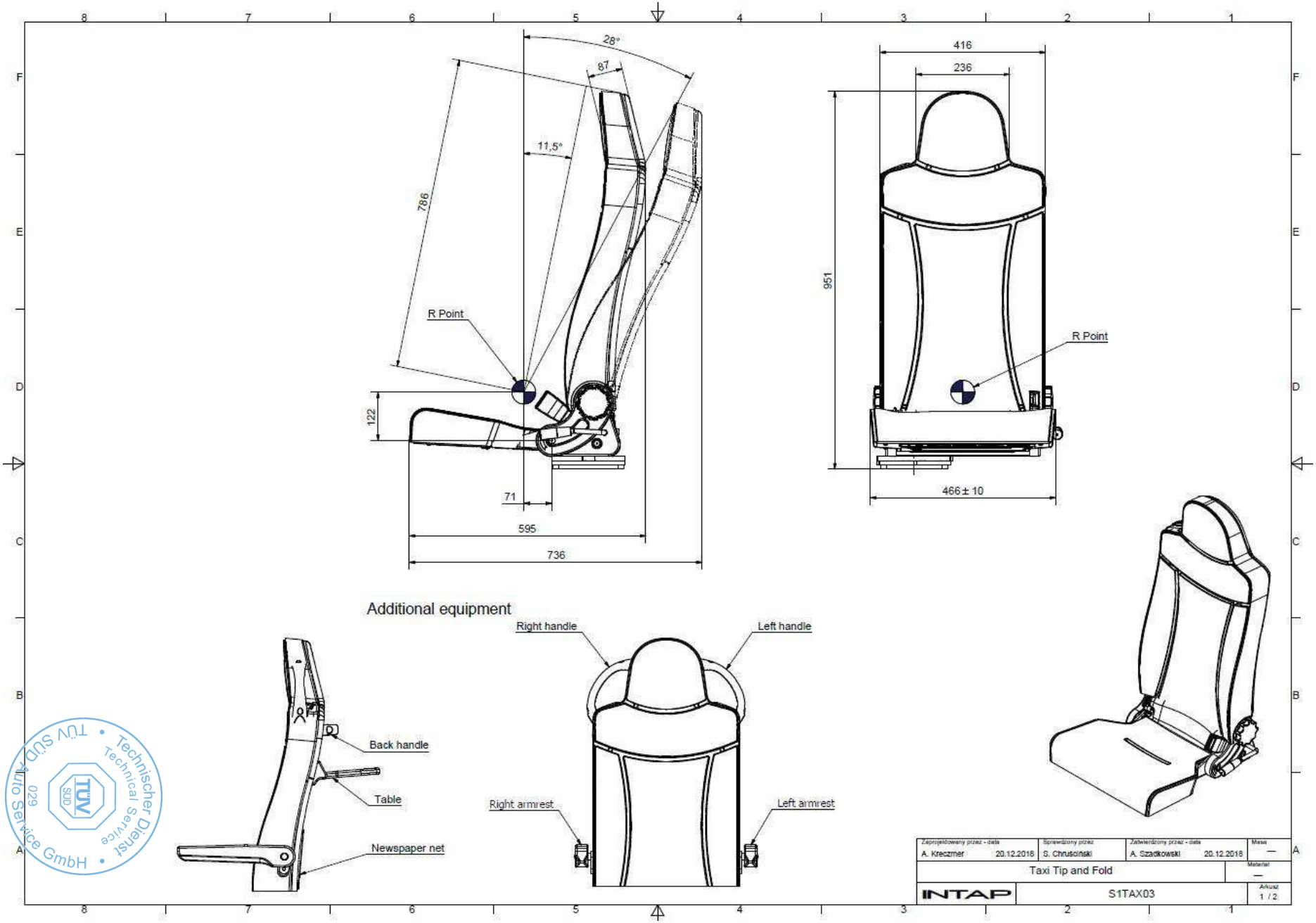
S1TAX12 + N0AZM37

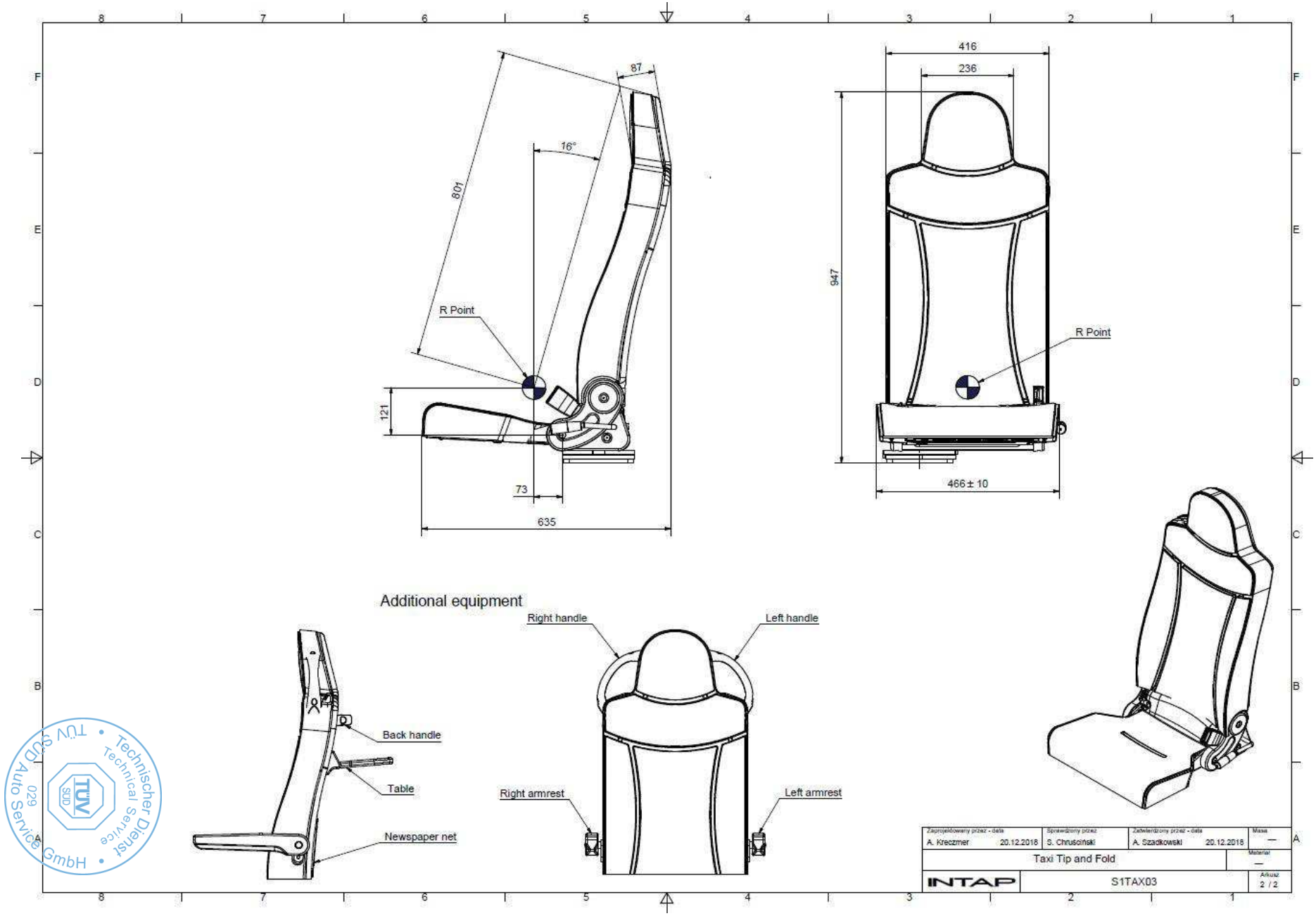
S1TAX12 + N0AZM37 + NMI V-fitting / NMI W-fitting / UNWIN SL/STD /
/ UNWIN HAL / AMF-Bruns Lockable / Q'Straint QSF seat fixing

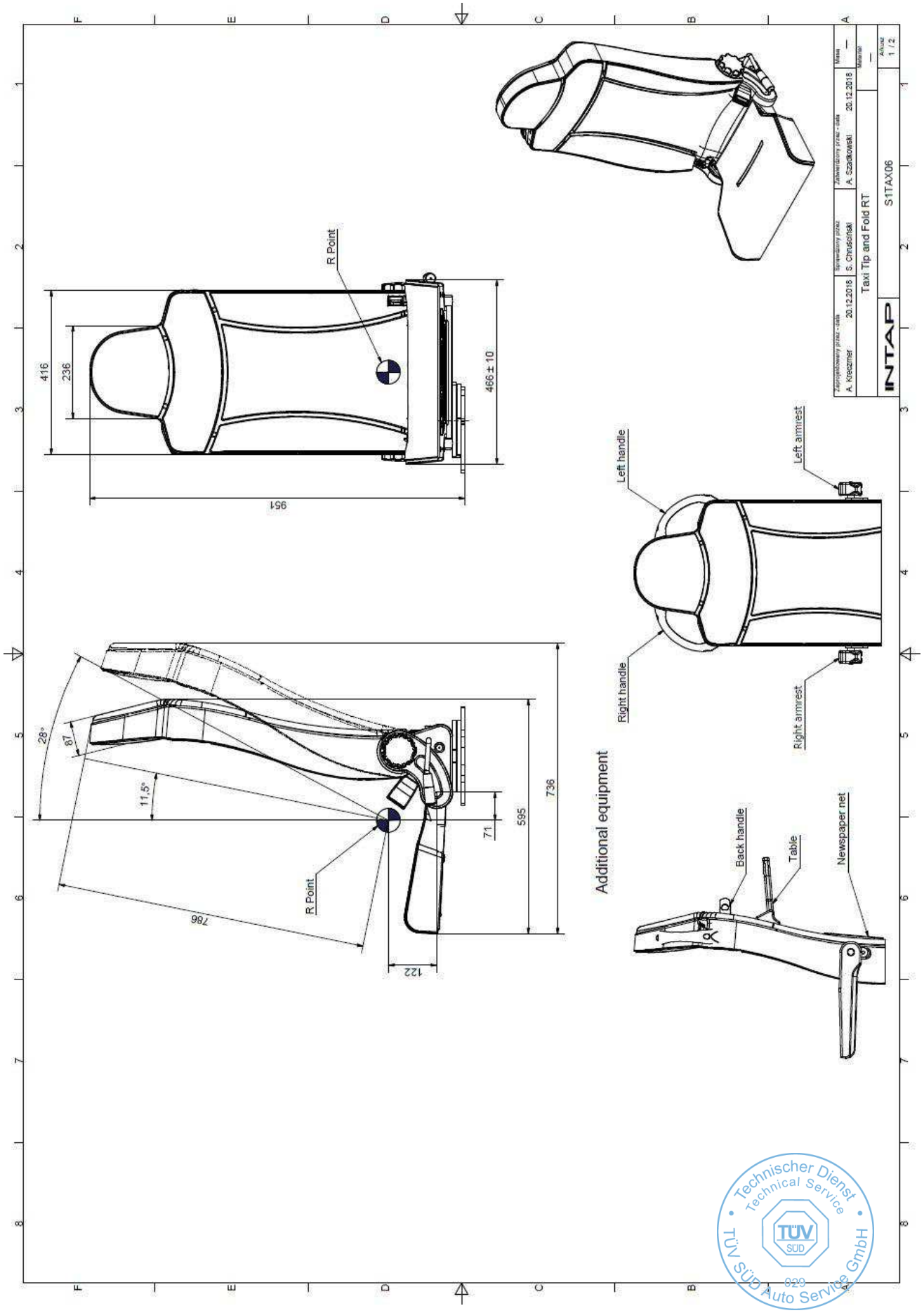
Appendix 2 – TAXI - drawings

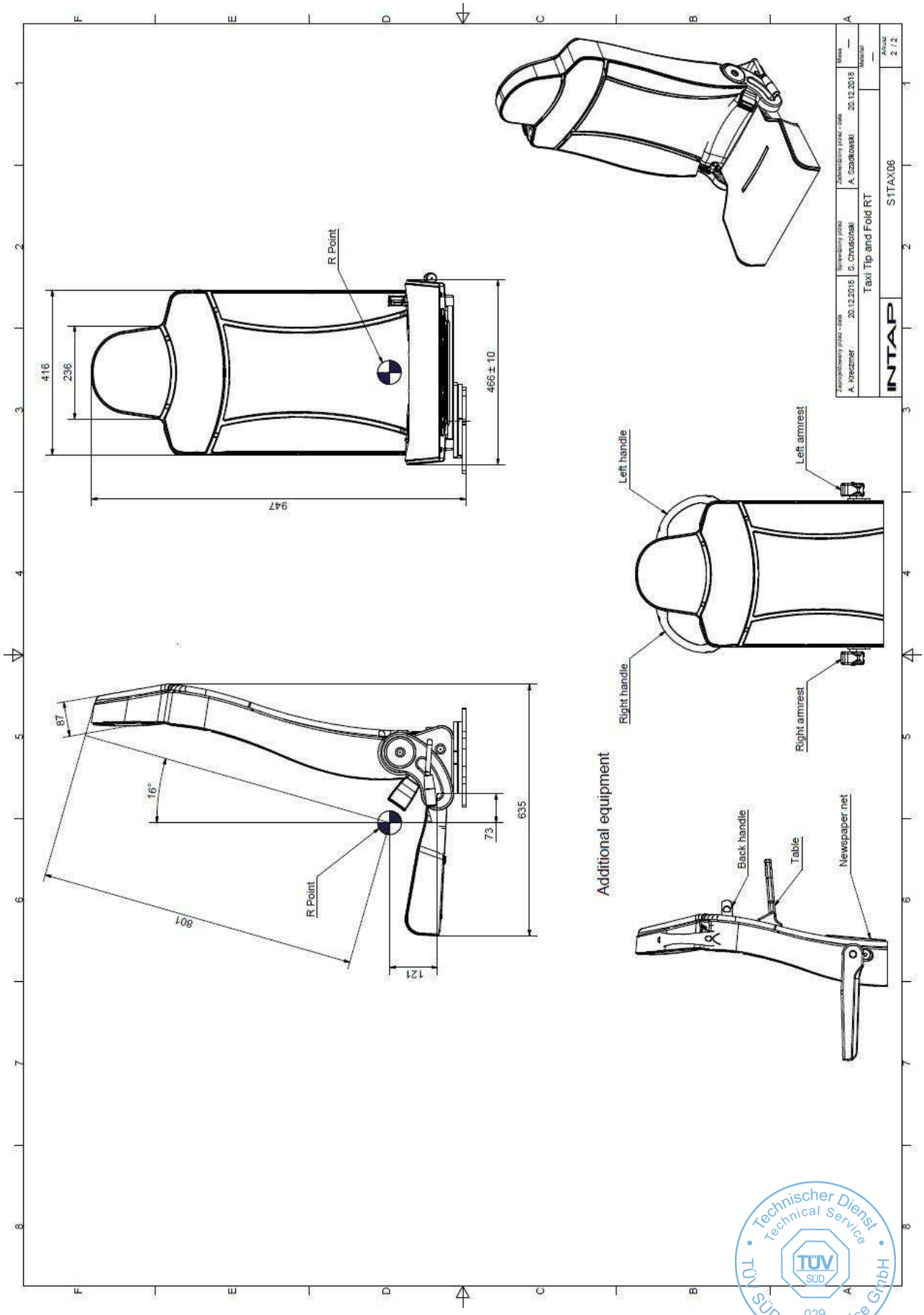


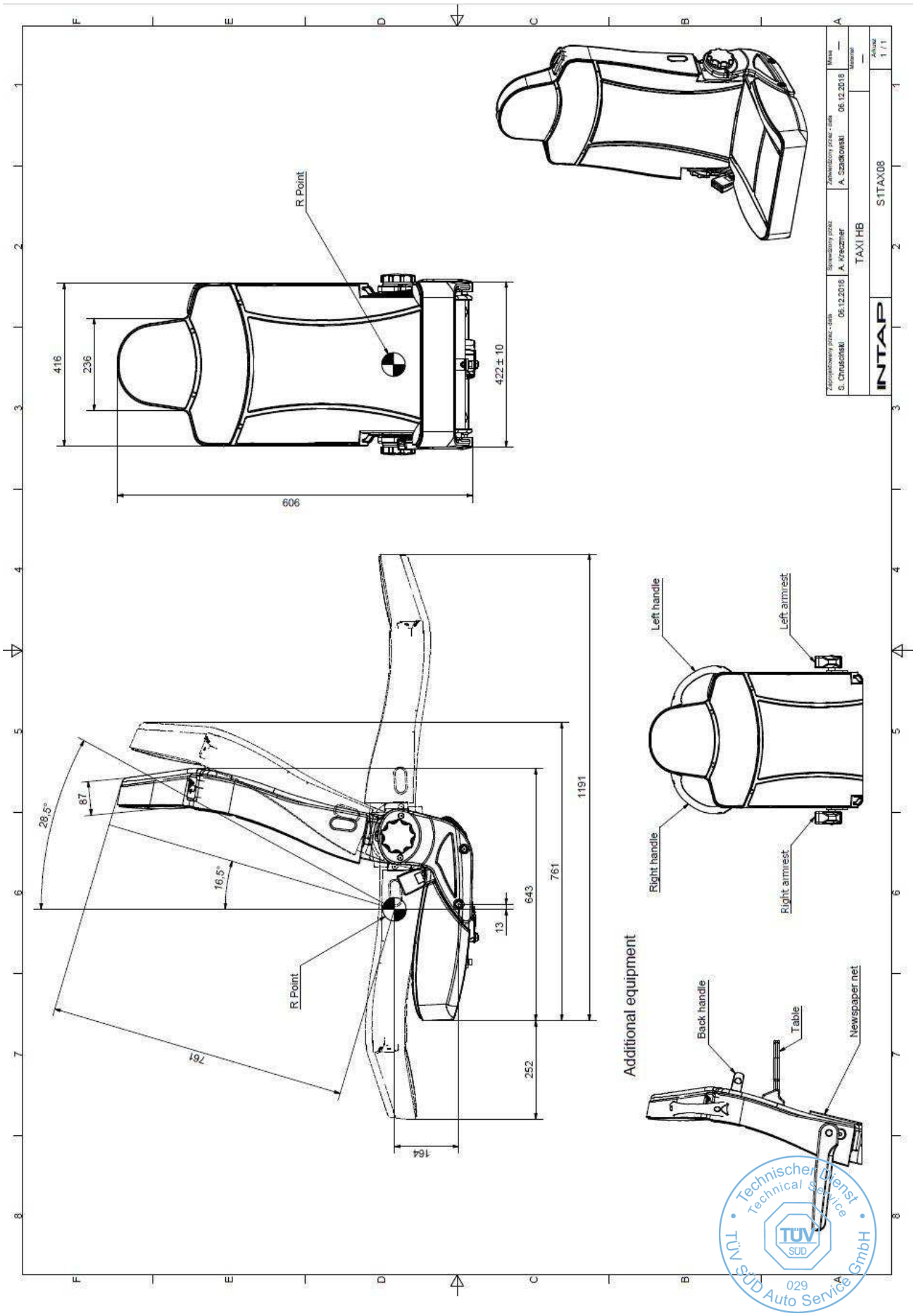


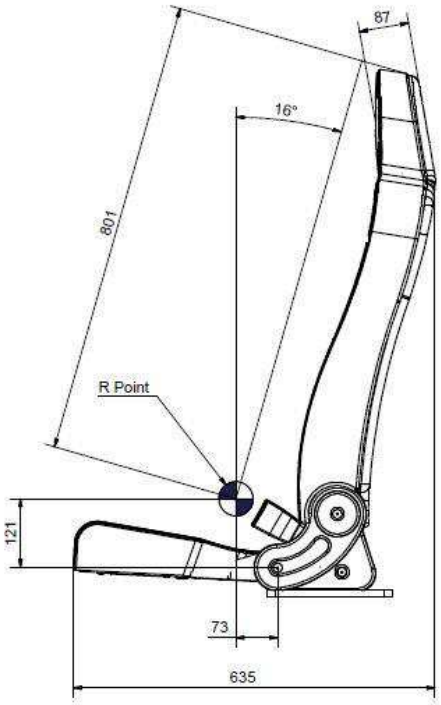


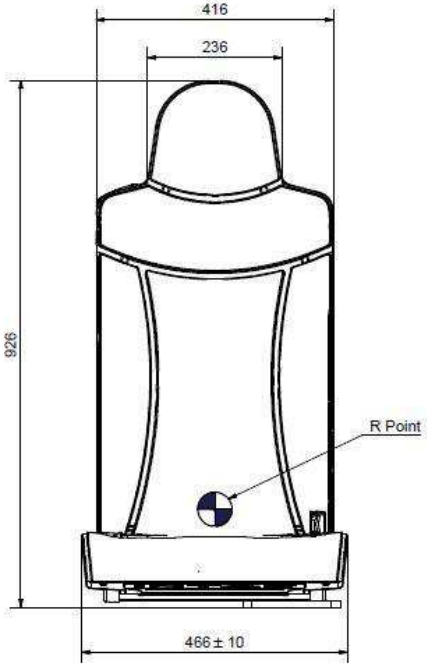



R Point
416
236
466 ± 10
951
Left handle
Left armrest
Right handle
Right armrest
Additional equipment
Back handle
Table
Newspaper net
28°
87
11,5°
71
595
736
786
122
INTAP
Taxi Tip and Fold RT
S1TAX06
A. Kreczmer
20.12.2018
S. Chudoński
A. Szadkowski
Technischer Dienst
Technical Service
TÜV SÜD
TÜV SÜD Auto Service GmbH
020

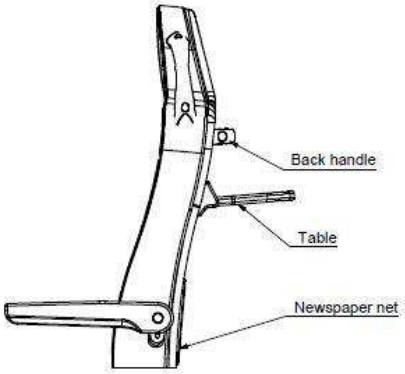


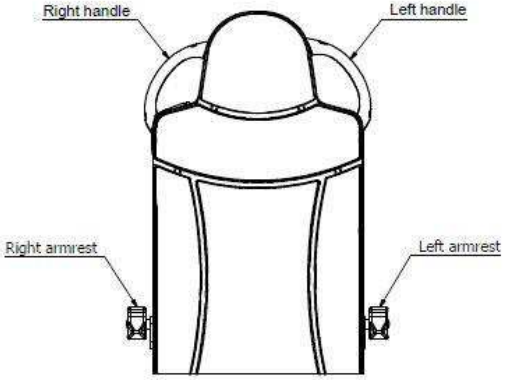


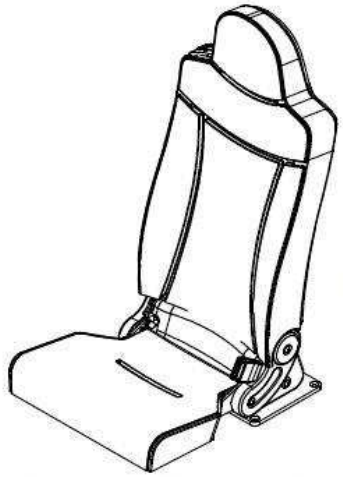




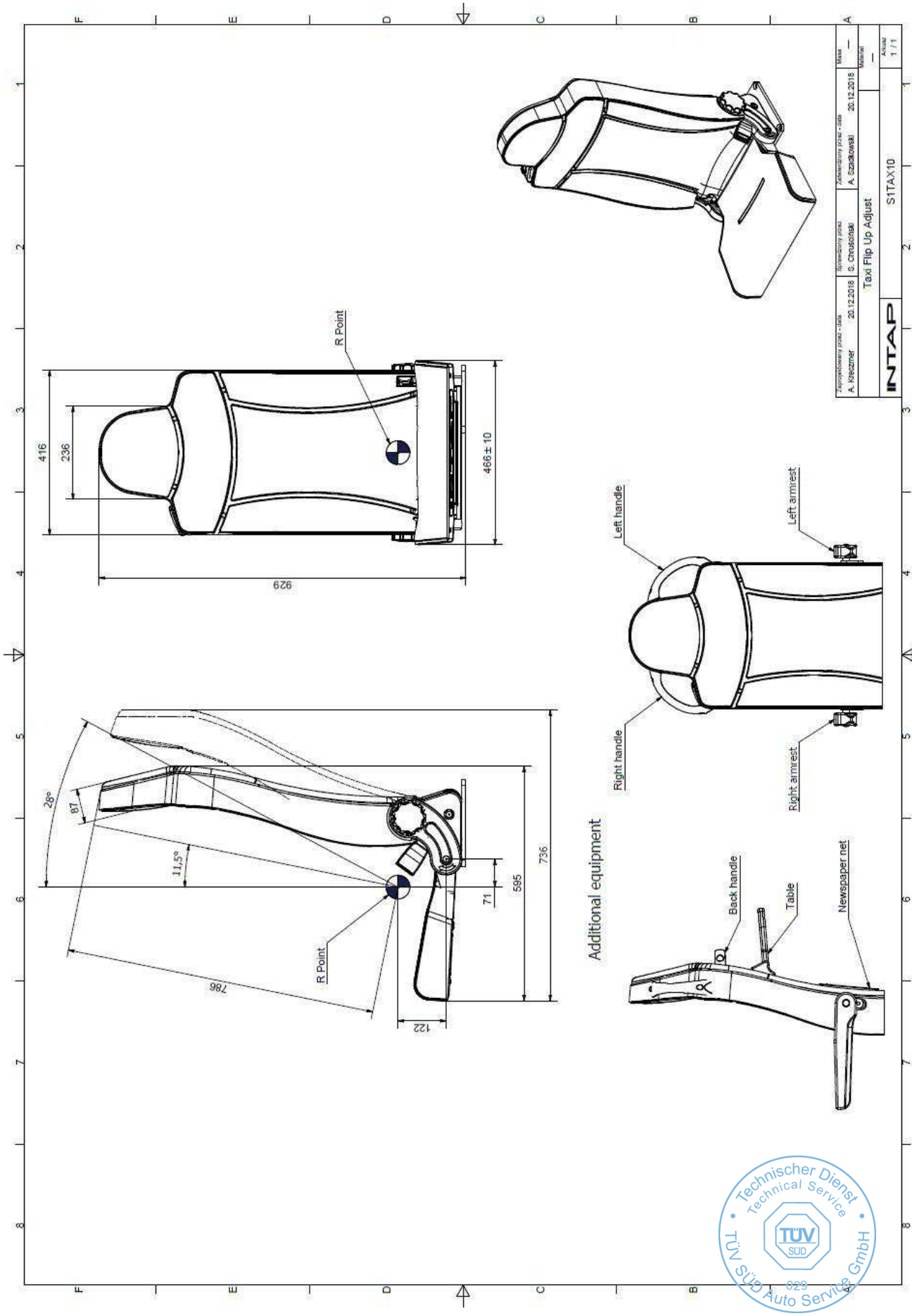
Additional equipment

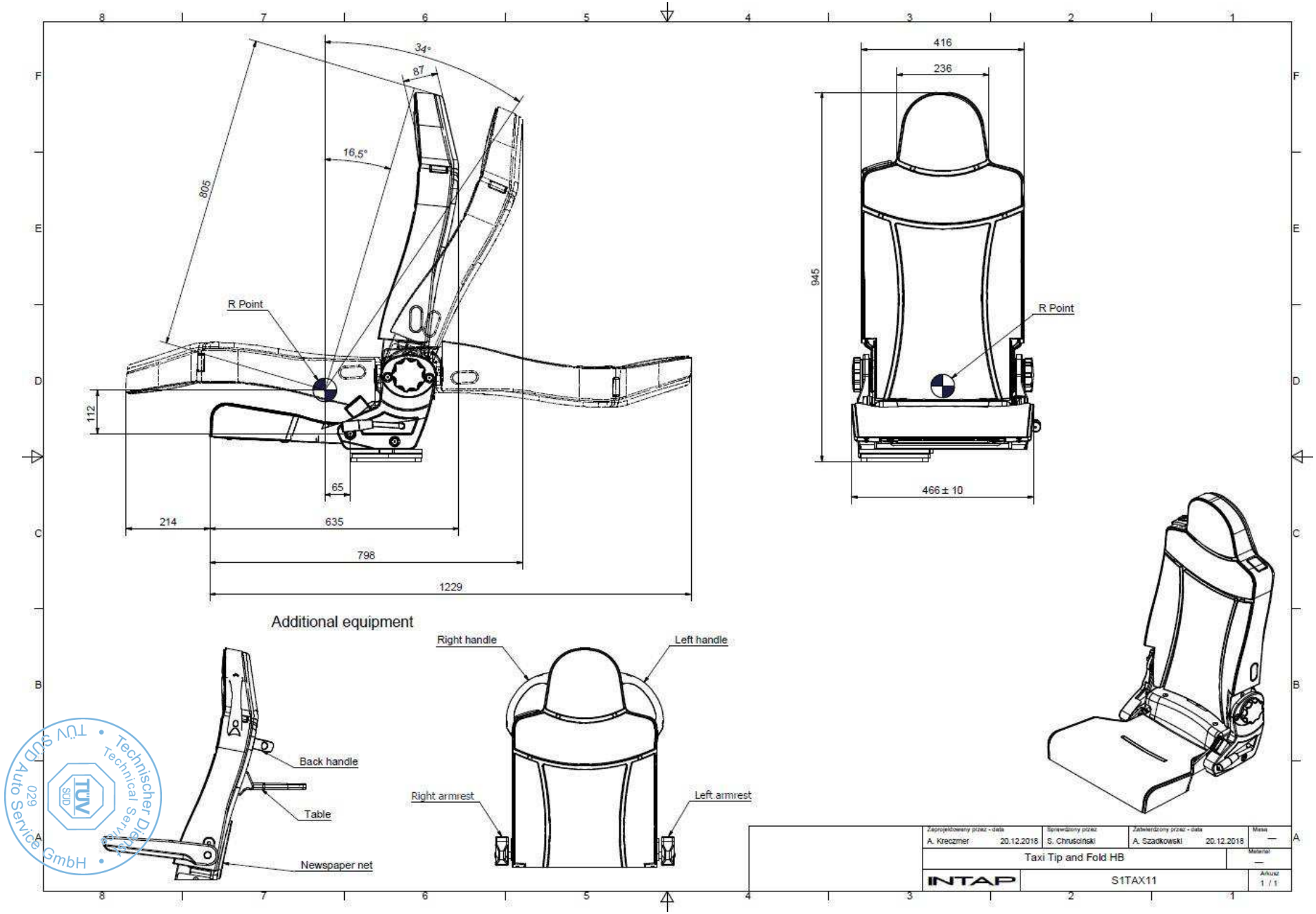


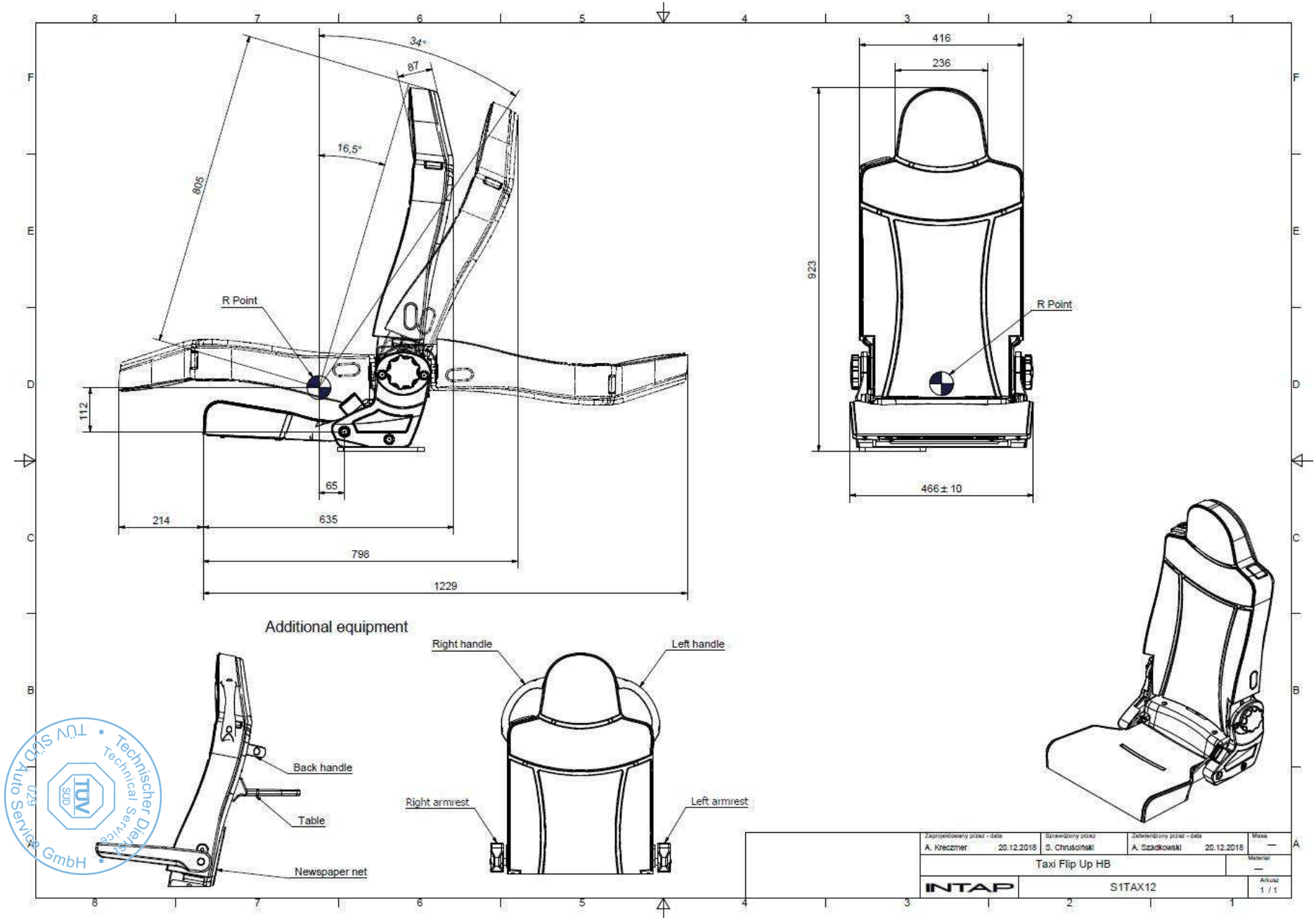




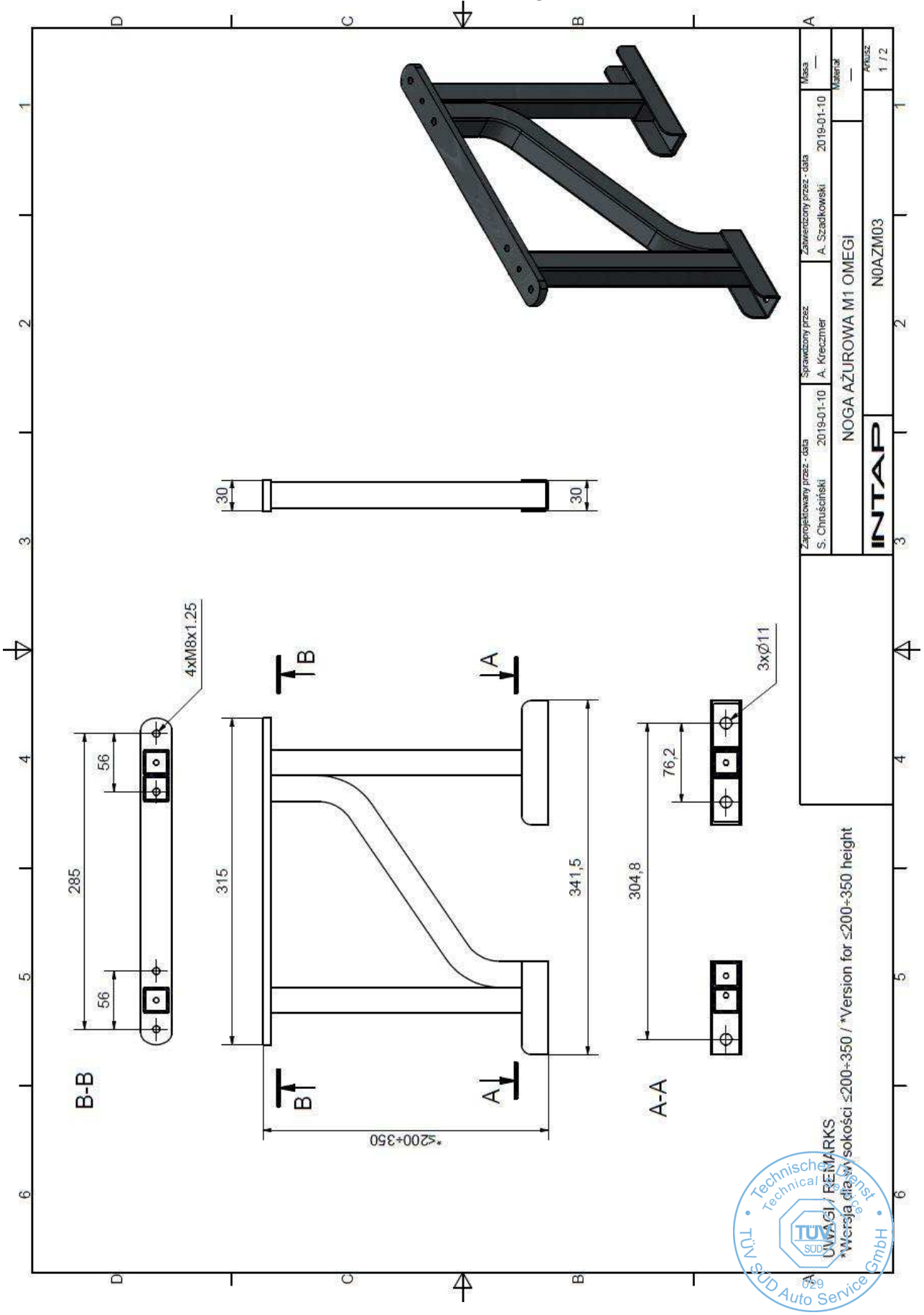
Zaprojektowany przez - data	Sprawdzony przez	Zatwierdzony przez - data	Masa
A. Kreczmer 20.12.2018	S. Chruściński	A. Szadkowski 20.12.2018	—
Taxi Flip up			Materiał: —
INTAP	S1TAX09		Arkusz: 1 / 1

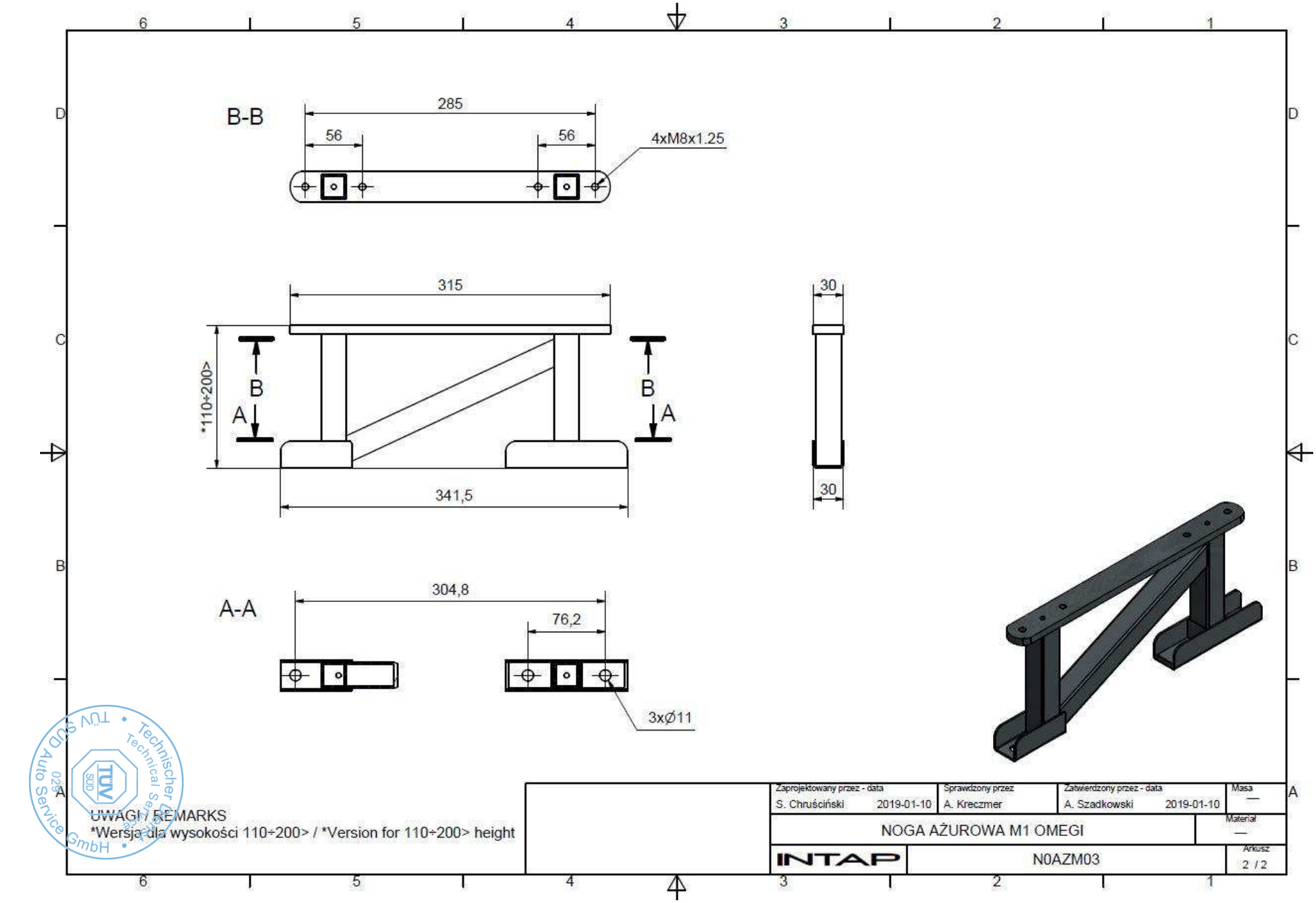






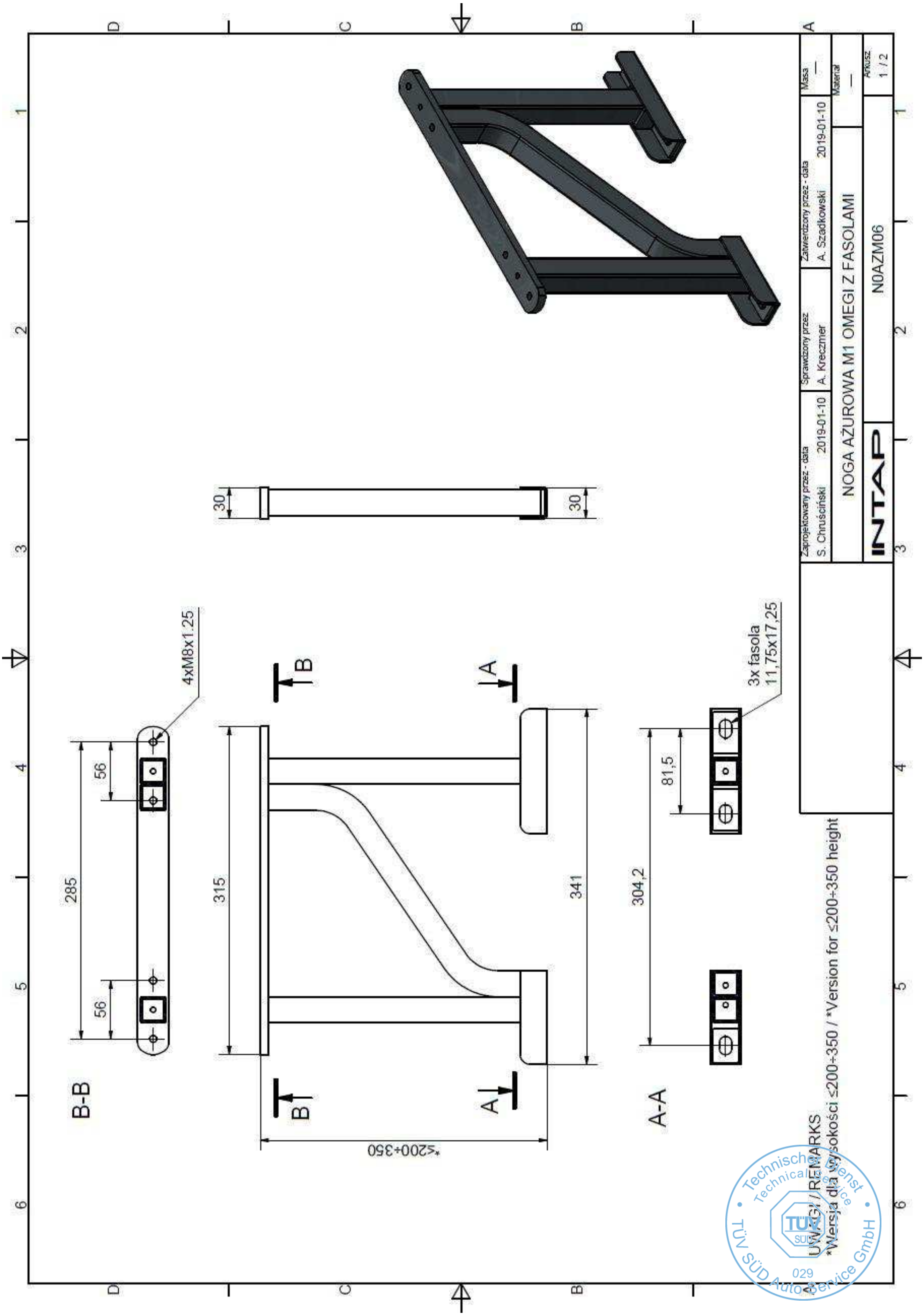
Appendix 3 – Legs



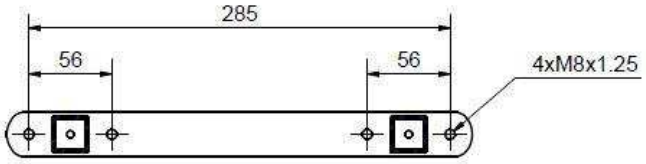


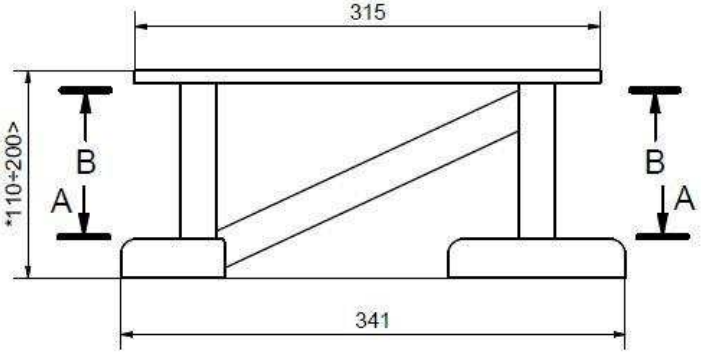
UWAGI / REMARKS
*Wersja dla wysokości 110÷200> / *Version for 110÷200> height

Zaprojektowany przez - data	Sprawdzony przez	Zatwierdzony przez - data	Masa
S. Chruściński 2019-01-10	A. Kreczmer	A. Szadkowski 2019-01-10	—
NOGA AŻUROWA M1 OMEGI			Materiał —
INTAP	N0AZM03		Arkusz 2 / 2

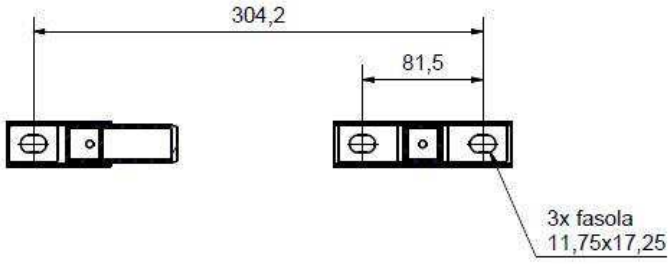

B-B
4xM8x1.25
285
56
56
315
341
*≤200÷350
A-A
304,2
81,5
3x fasola
11,75x17,25
30
30
UWAGI / REMARKS
*Wersja dla wysokości ≤200÷350 / *Version for ≤200÷350 height
Zaprojektowany przez - data
S. Chruściński
2019-01-10
Sprawdzony przez
A. Kreczmer
Zatwierdzony przez - data
A. Szadkowski
2019-01-10
Masa
Materiał
Arkusz
1 / 2
NOGA AŻUROWA M1 OMEGI Z FASOLAMI
N0AZM06
INTAP
Technischer Dienst
Technical Service
TÜV SÜD Auto Service GmbH
029

B-B



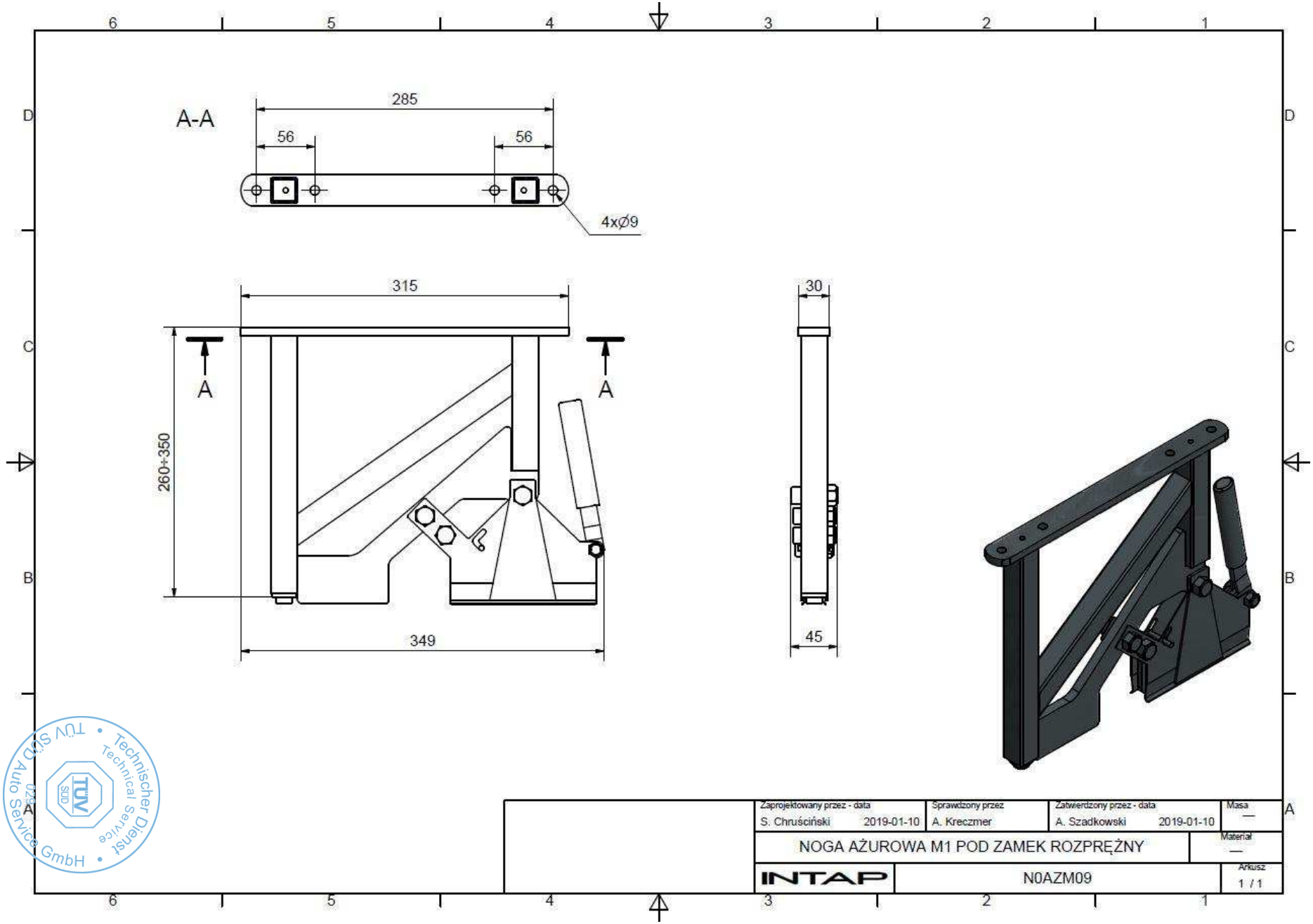


A-A



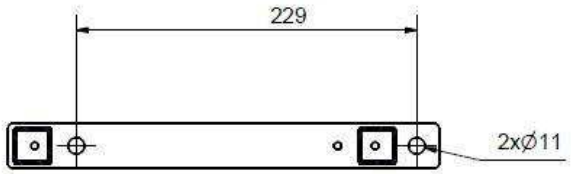
UWAG / REMARKS
*Wersja dla wysokości 110÷200> / *Version for 110÷200> height

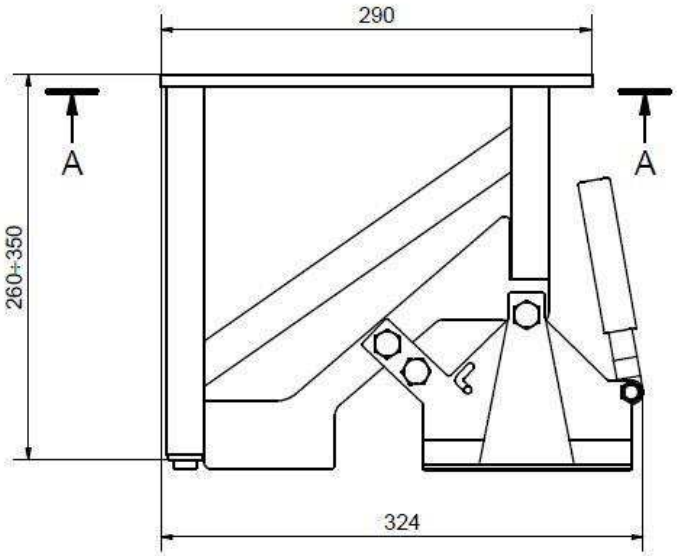
Zaprojektowany przez - data	Sprawdzony przez	Zatwierdzony przez - data	Masa
S. Chruściński 2019-01-10	A. Kreczmer	A. Szadkowski 2019-01-10	—
NOGA AŻUROWA M1 OMEGI Z FASOLAMI			Materiał —
INTAP	N0AZM06		Arkusz 2 / 2

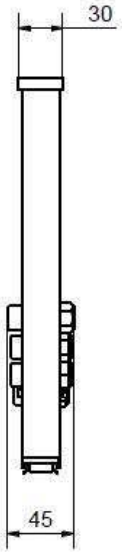


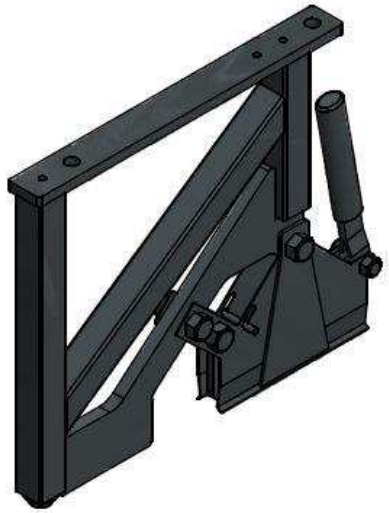
Zaprojektowany przez - data	Sprawdzony przez	Zatwierdzony przez - data	Masa
S. Chruściński 2019-01-10	A. Kreczmer	A. Szadkowski 2019-01-10	—
NOGA AŻUROWA M1 POD ZAMEK ROZPRĘŻNY			Materiał —
INTAP	N0AZM09		Arkusz 1 / 1

A-A

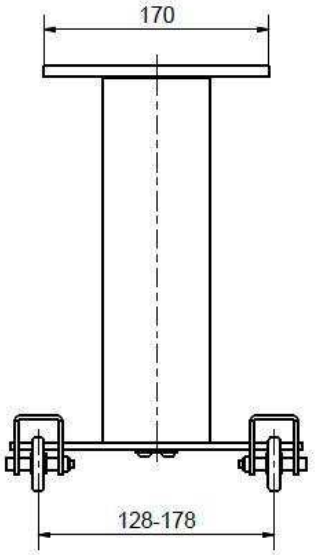


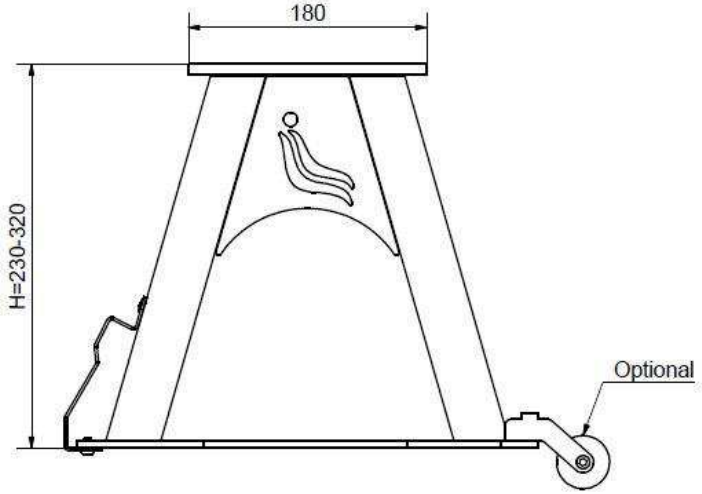


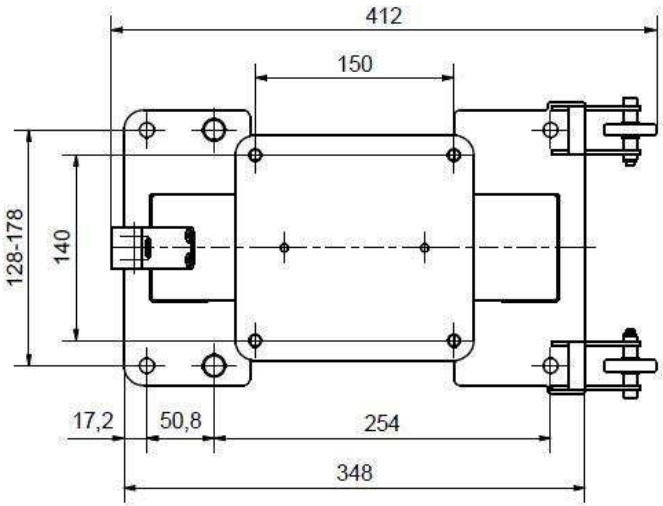


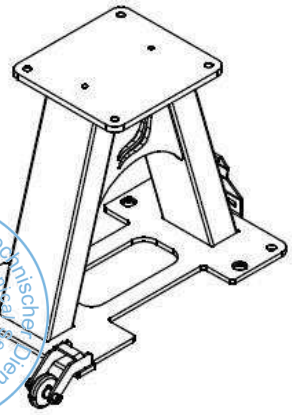


Zaprojektowany przez - data	Sprawdzony przez	Zatwierdzony przez - data	Masa
S. Chruściński 2019-01-10	A. Kreczmer	A. Szadkowski 2019-01-10	—
NOGA AŻUROWA M1 POD ZAMEK ROZPRĘŻNY PZ			Materiał —
INTAP	N0AZM34		Arkusz 1 / 1







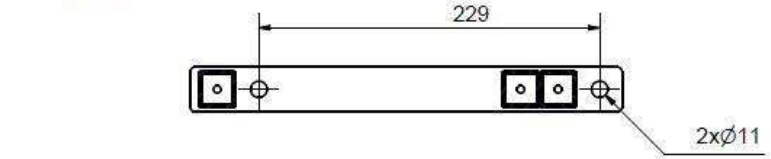


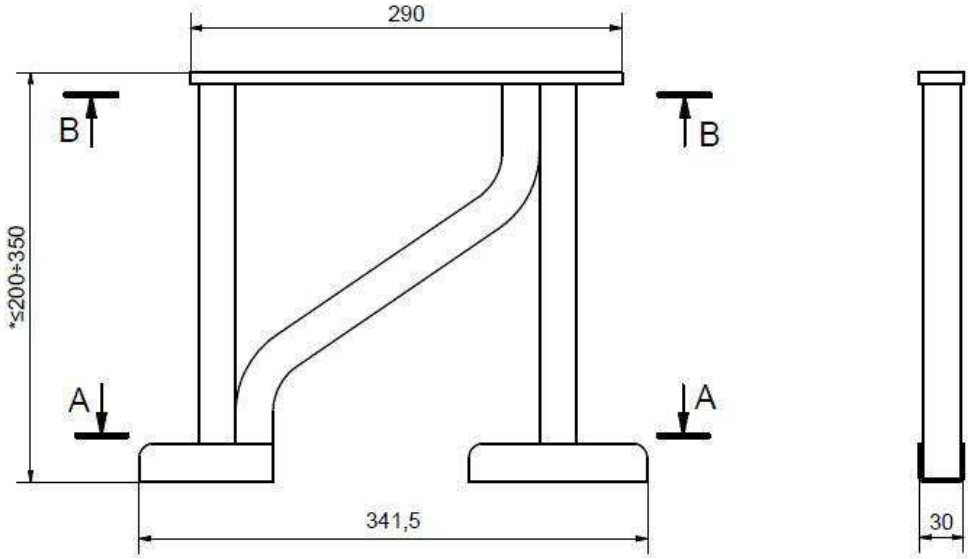
Klasa dokładności wg PN-EN 22768-1999		0.5 - 3	3 - 6	6 - 30	30 - 120	120 - 400	400 - 1000	1000 - 2000	> 2000
c	zgrubna	± 0.2	± 0.3	± 0.5	± 0.8	± 1.2	± 2	± 3	± 4

Zaprojektowany przez - data	Sprawdzony przez	Zatwierdzony przez - data	Masa
A. Kreczmer 20.12.2018	S. Chruściński	A. Szadkowski 20.12.2018	—

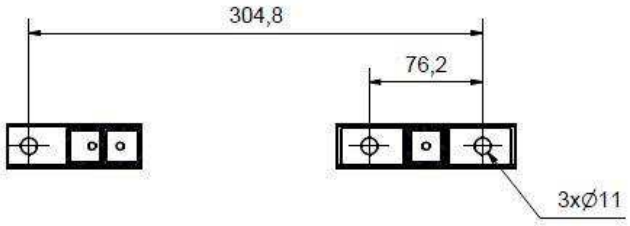
Interleg 140x150		Materiał: —
INTAP	N0AZM35	Arkusz: 1 / 1

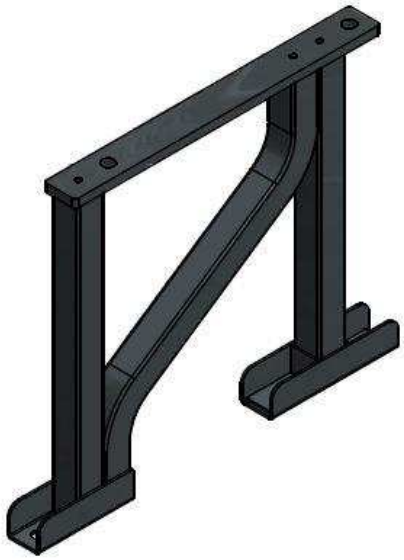
B-B





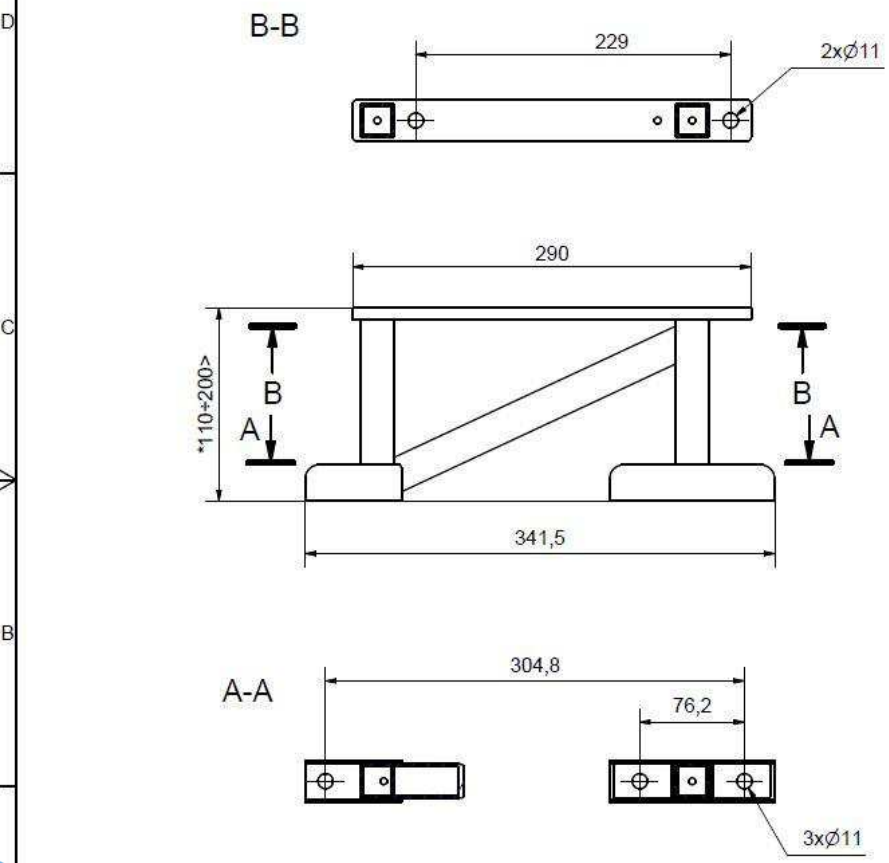
A-A

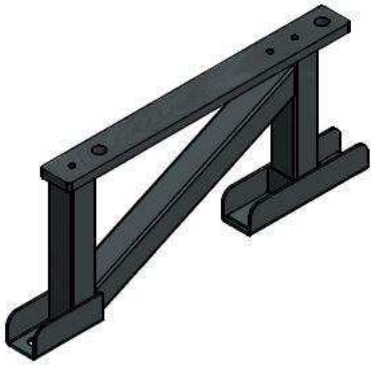




A. UWAGI / REMARKS
*Wersja dla wysokości ≤200÷350 / *Version for ≤200÷350 height

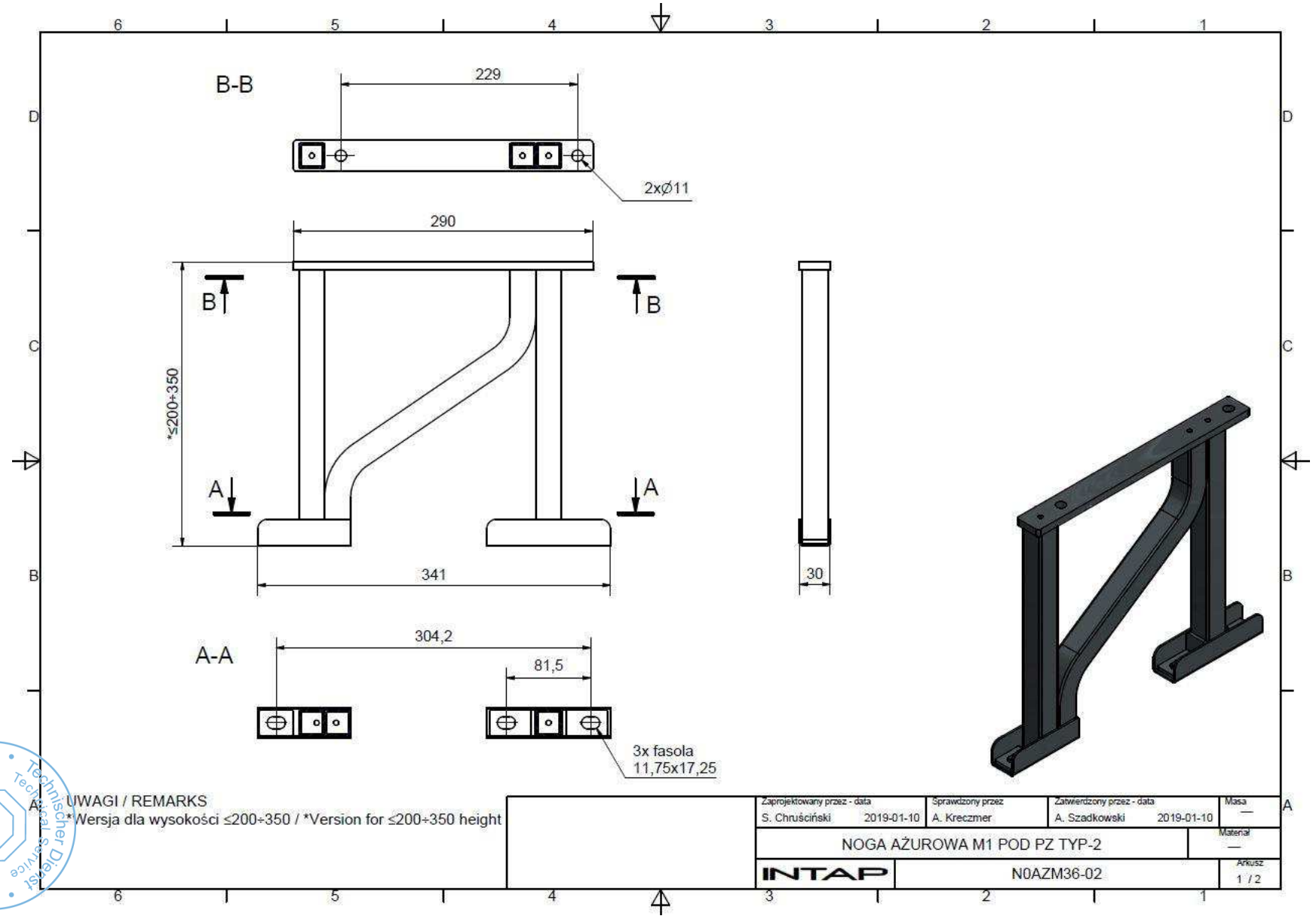
Zaprojektowany przez - data	Sprawdzony przez	Zatwierdzony przez - data	Masa
S. Chruściński 2019-01-10	A. Kreczmer	A. Szadkowski 2019-01-10	—
NOGA AŻUROWA M1 POD PZ TYP-1			Materiał —
INTAP	N0AZM36-01		Arkusz 1 / 2





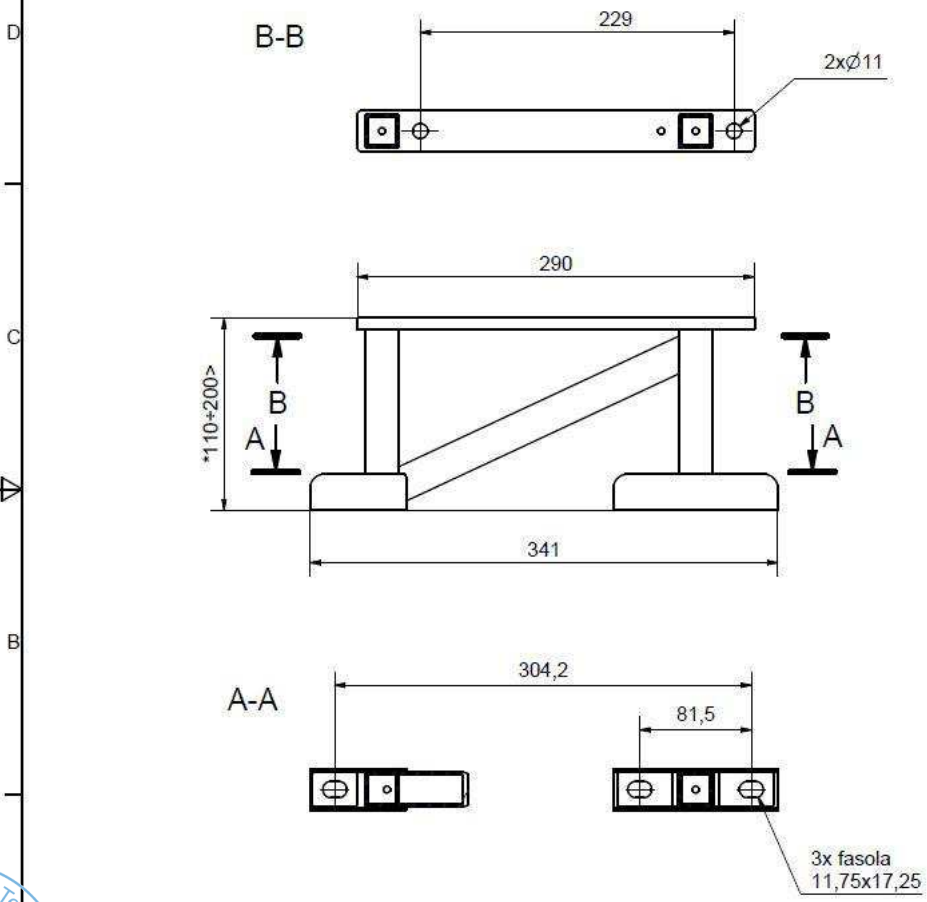
A. UWAGI / REMARKS
*Wersja dla wysokości 110÷200> / *Version for 110÷200> height

Zaprojektowany przez - data	Sprawdzony przez	Zatwierdzony przez - data	Masa
S. Chruściński 2019-01-10	A. Kreczmer	A. Szadkowski 2019-01-10	—
NOGA AŻUROWA M1 POD PZ TYP-1			Materiał —
INTAP	N0AZM36-01		Arkusz 2 / 2



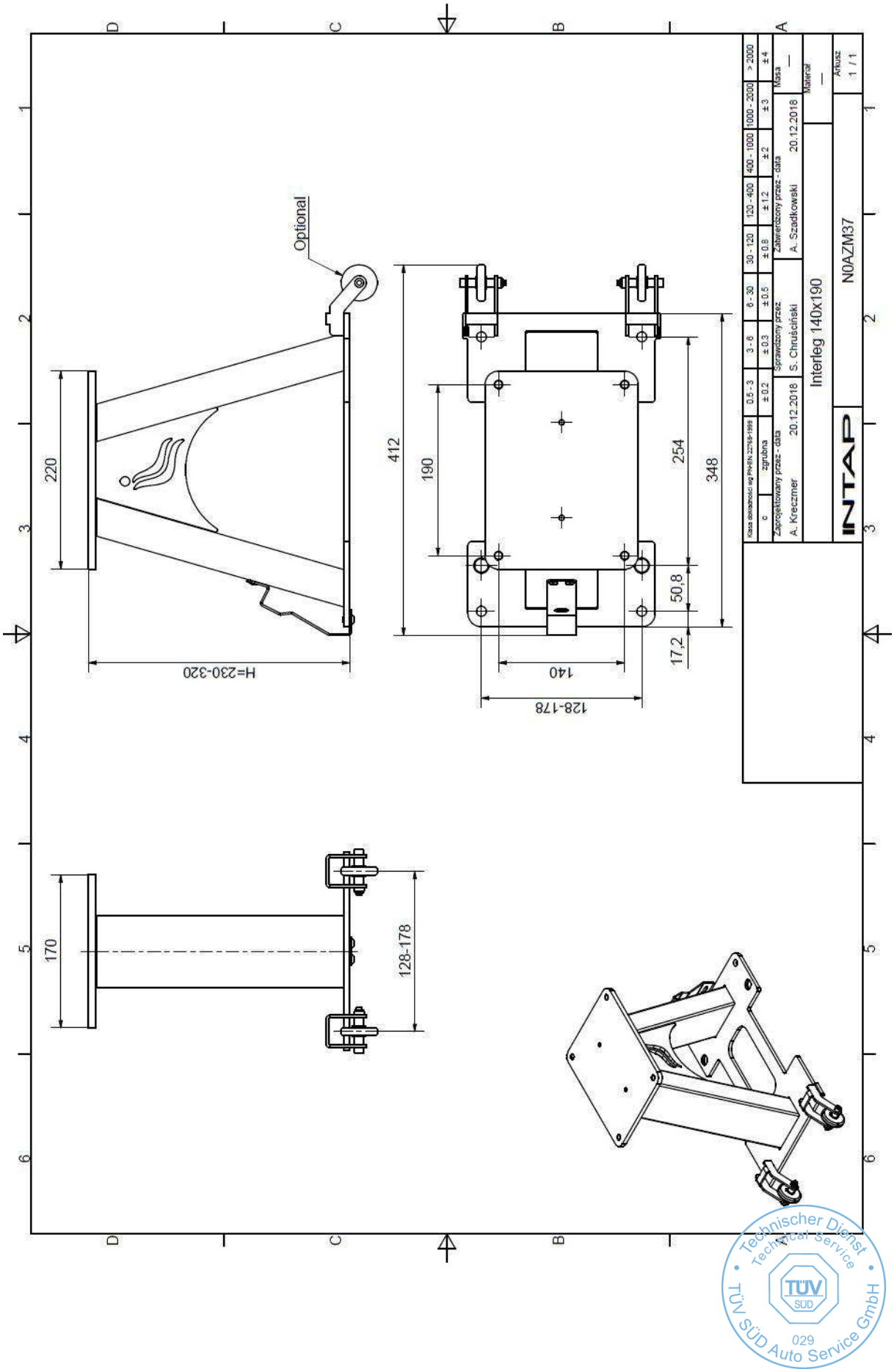
UWAGI / REMARKS
*Wersja dla wysokości ≤200÷350 / *Version for ≤200÷350 height

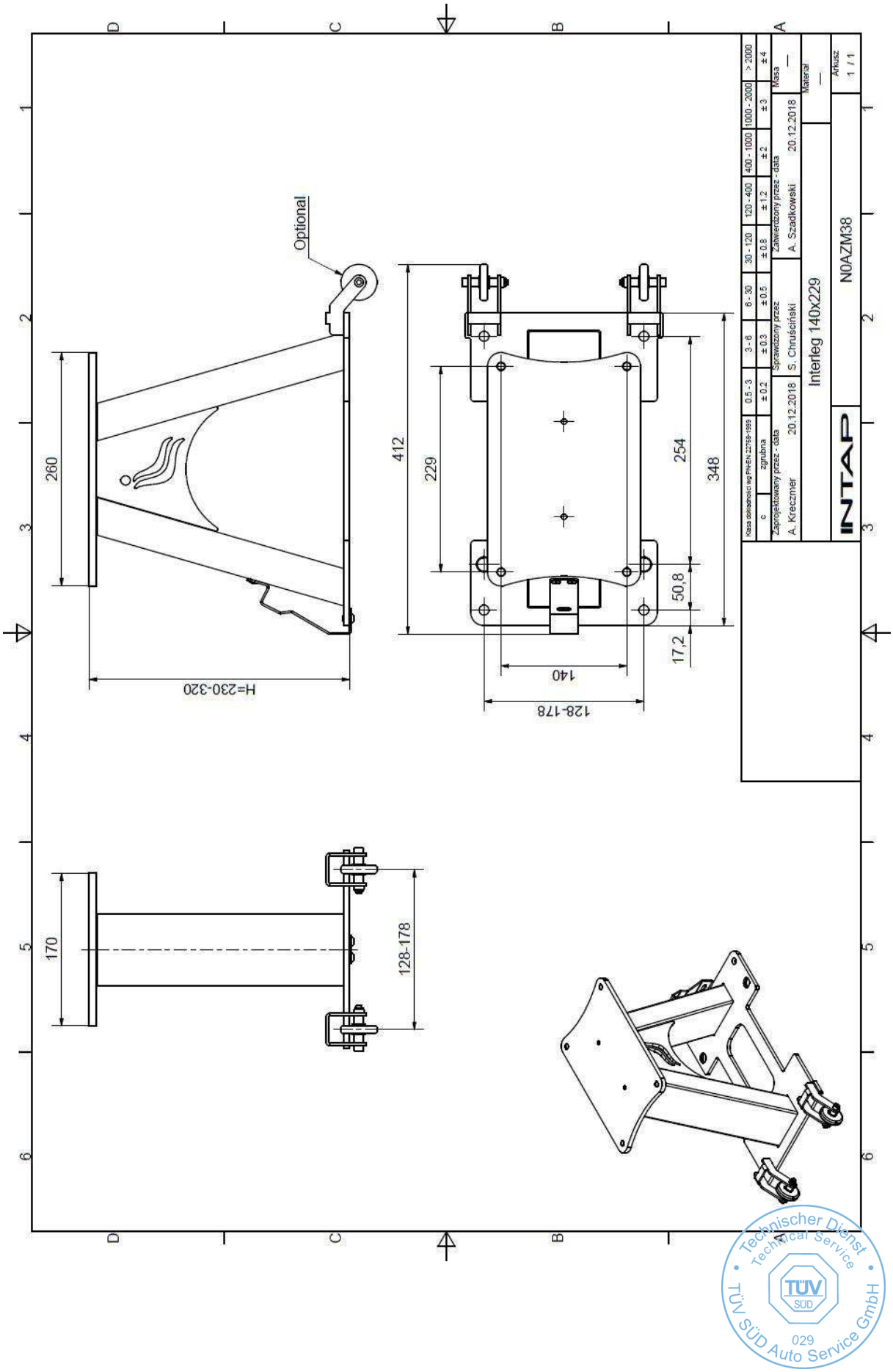
Zaprojektowany przez - data	Sprawdzony przez	Zatwierdzony przez - data	Masa
S. Chruściński 2019-01-10	A. Kreczmer	A. Szadkowski 2019-01-10	—
NOGA AŻUROWA M1 POD PZ TYP-2			Materiał —
INTAP	N0AZM36-02		Arkusz 1 / 2

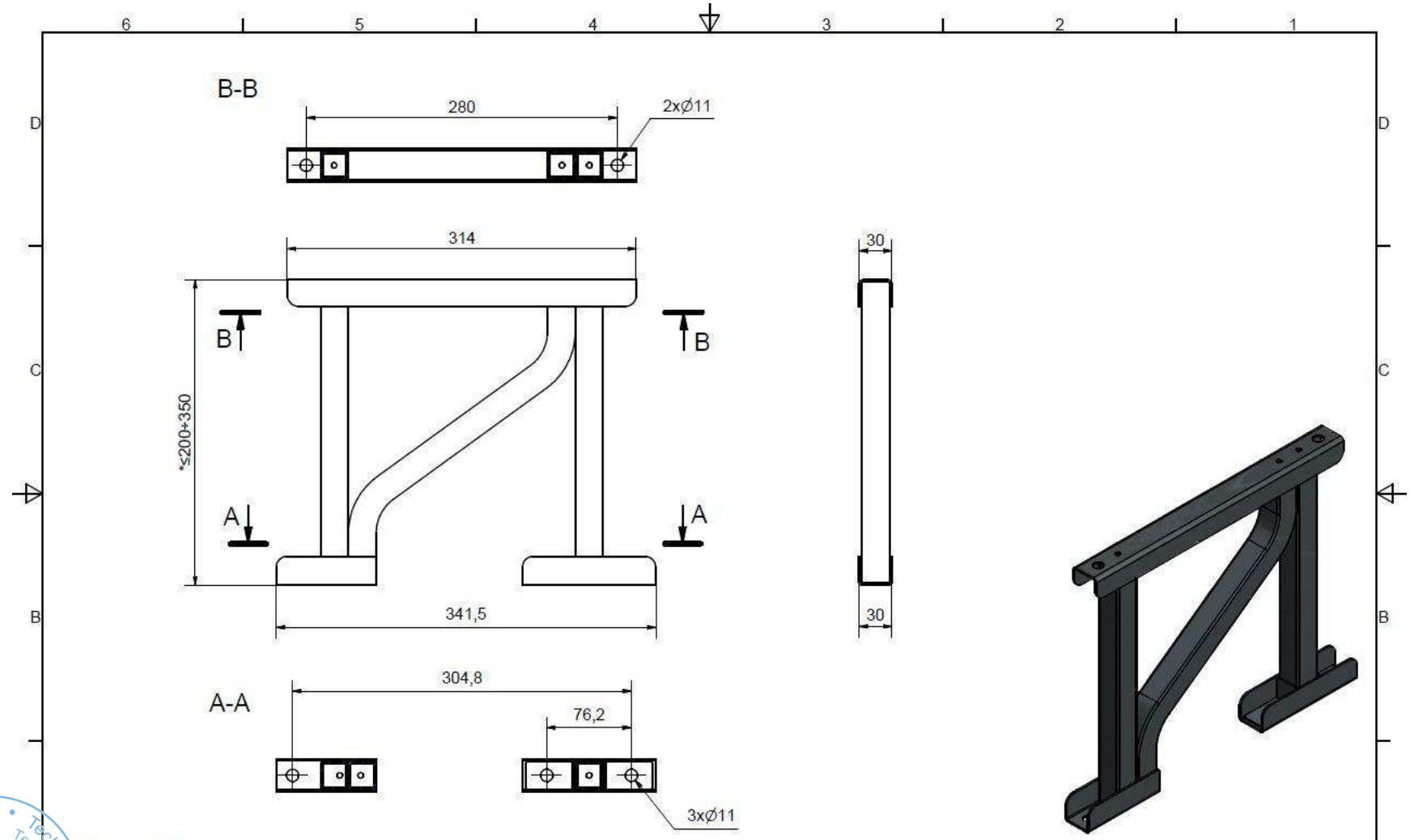


UWAGI / REMARKS
*Wersja dla wysokości 110÷200> / *Version for 110÷200> height

Zaprojektowany przez - data	Sprawdzony przez	Zatwierdzony przez - data	Masa
S. Chruściński 2019-01-10	A. Kreczmer	A. Szadkowski 2019-01-10	—
NOGA AŻUROWA M1 POD PZ TYP-2			Materiał —
INTAP	N0AZM36-02		Arkusz 2 / 2

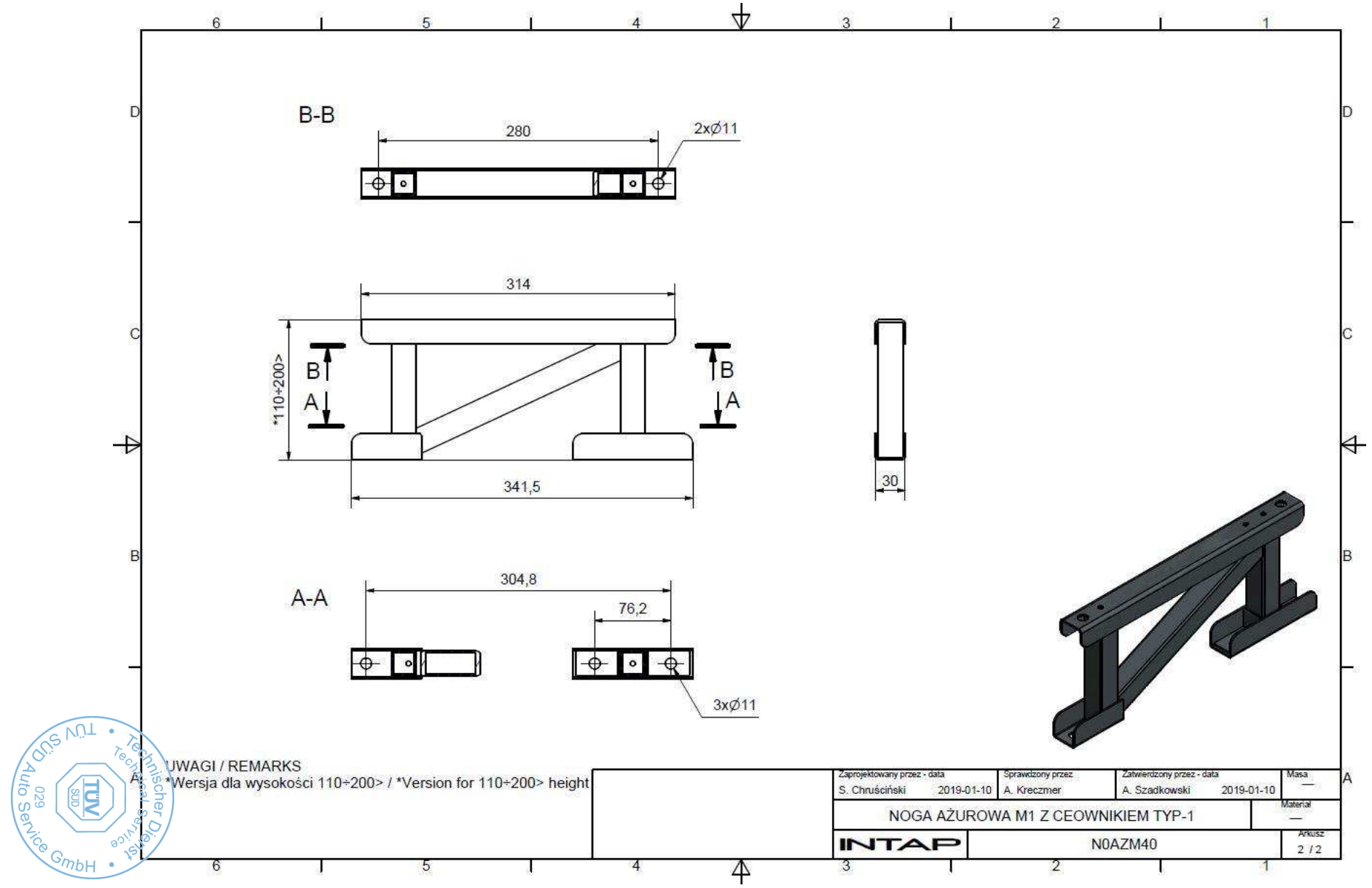






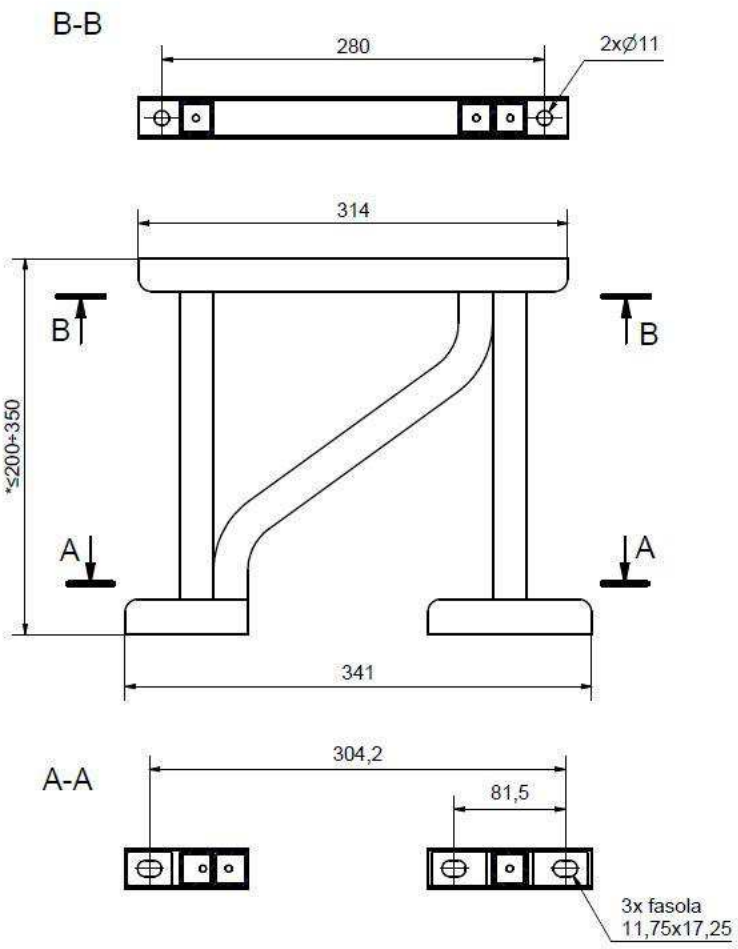
UWAGI / REMARKS
A: *Wersja dla wysokości ≤200÷350 / *Version for ≤200÷350 height

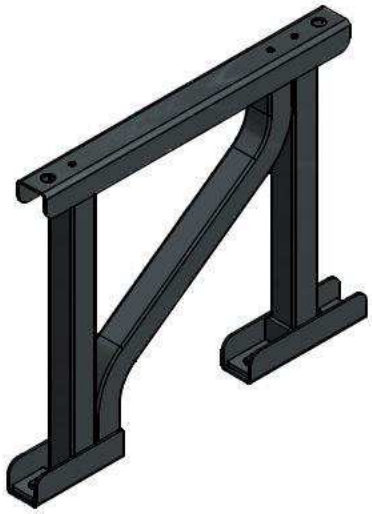
Zaprojektowany przez - data	Sprawdzony przez	Zatwierdzony przez - data	Masa
S. Chruściński 2019-01-10	A. Kreczmer	A. Szadkowski 2019-01-10	—
NOGA AŻUROWA M1 Z CEOWNIKIEM TYP-1			Materiał —
INTAP	N0AZM40		Arkusz 1 / 2



UWAGI / REMARKS
*Wersja dla wysokości 110÷200> / *Version for 110÷200> height

Zaprojektowany przez - data	Sprawdzony przez	Zatwierdzony przez - data	Masa
S. Chruściński 2019-01-10	A. Kreczmer	A. Szadkowski 2019-01-10	—
NOGA AŻUROWA M1 Z CEOWNIKIEM TYP-1			Materiał —
INTAP	N0AZM40		Arkusz 2 / 2



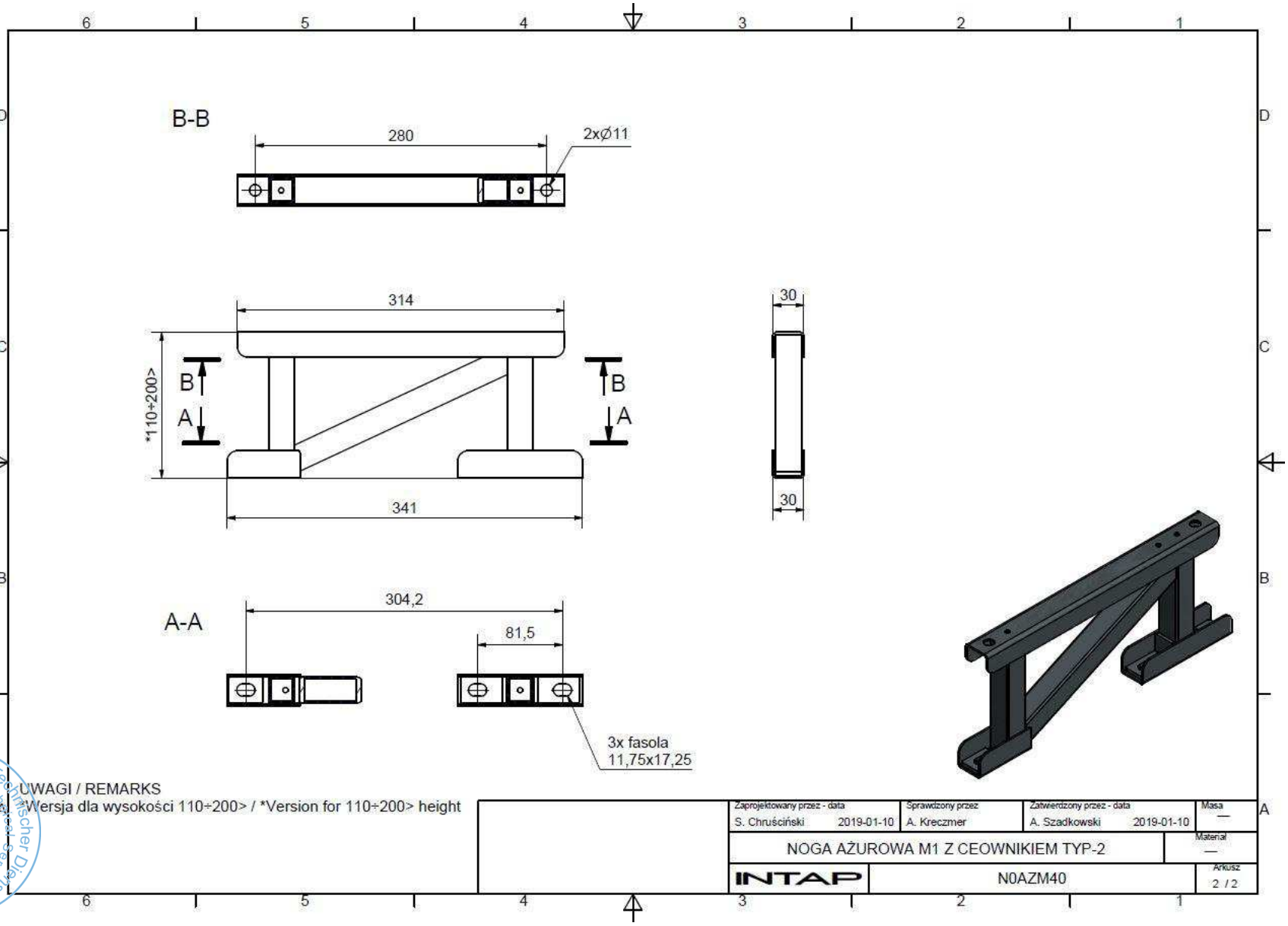


A. UWAGI / REMARKS
*Wersja dla wysokości ≤200÷350 / *Version for ≤200÷350 height

Zaprojektowany przez - data	Sprawdzony przez	Zatwierdzony przez - data	Masa
S. Chruściński 2019-01-10	A. Kreczmer	A. Szadkowski 2019-01-10	—

NOGA AŻUROWA M1 Z CEOWNIKIEM TYP-2 — Materiał: —

INTAP — N0AZM40 — Arkusz 1 / 2

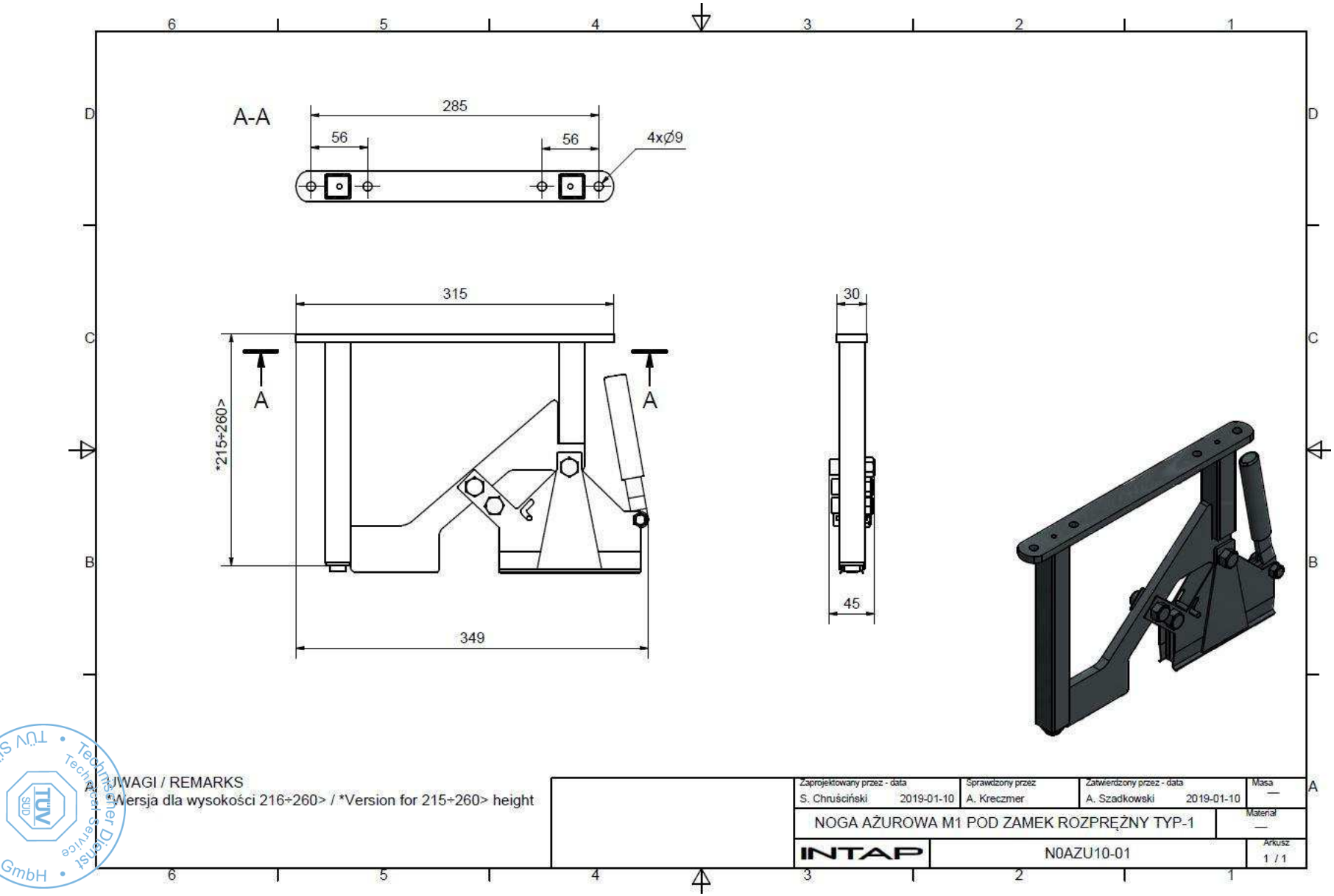


UWAGI / REMARKS
*Wersja dla wysokości 110÷200> / *Version for 110÷200> height

Zaprojektowany przez - data	Sprawdzony przez	Zatwierdzony przez - data	Masa
S. Chruściński 2019-01-10	A. Kreczmer	A. Szadkowski 2019-01-10	—

NOGA AŻUROWA M1 Z CEOWNIKIEM TYP-2 — Materiał: —

INTAP | N0AZM40 | Arkusz 2 / 2

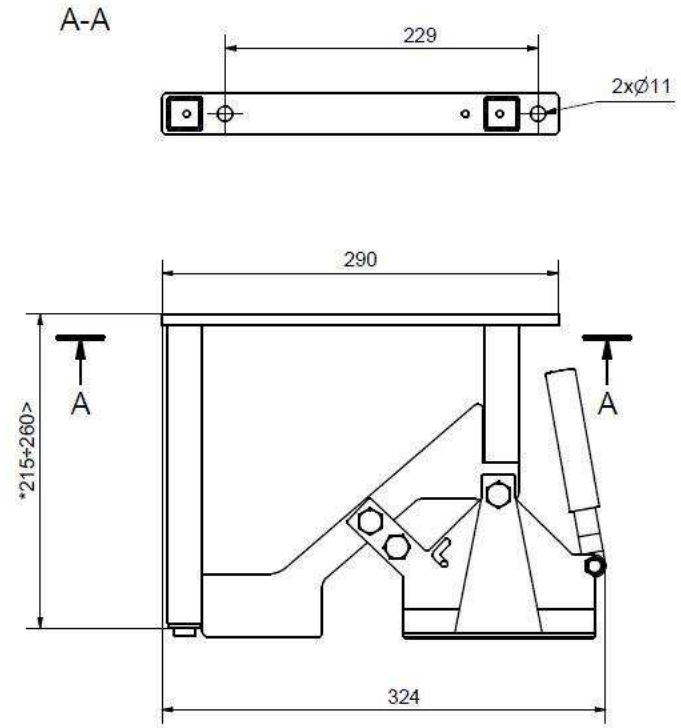


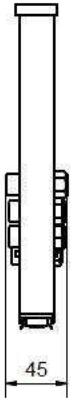
A. UWAGI / REMARKS
A. *Wersja dla wysokości 216÷260> / *Version for 215÷260> height

Zaprojektowany przez - data	Sprawdzony przez	Zatwierdzony przez - data	Masa
S. Chruściński 2019-01-10	A. Kreczmer	A. Szadkowski 2019-01-10	—

NOGA AŻUROWA M1 POD ZAMEK ROZPRĘŻNY TYP-1 — Materiał: —

INTAP | N0AZU10-01 | Arkusz 1 / 1

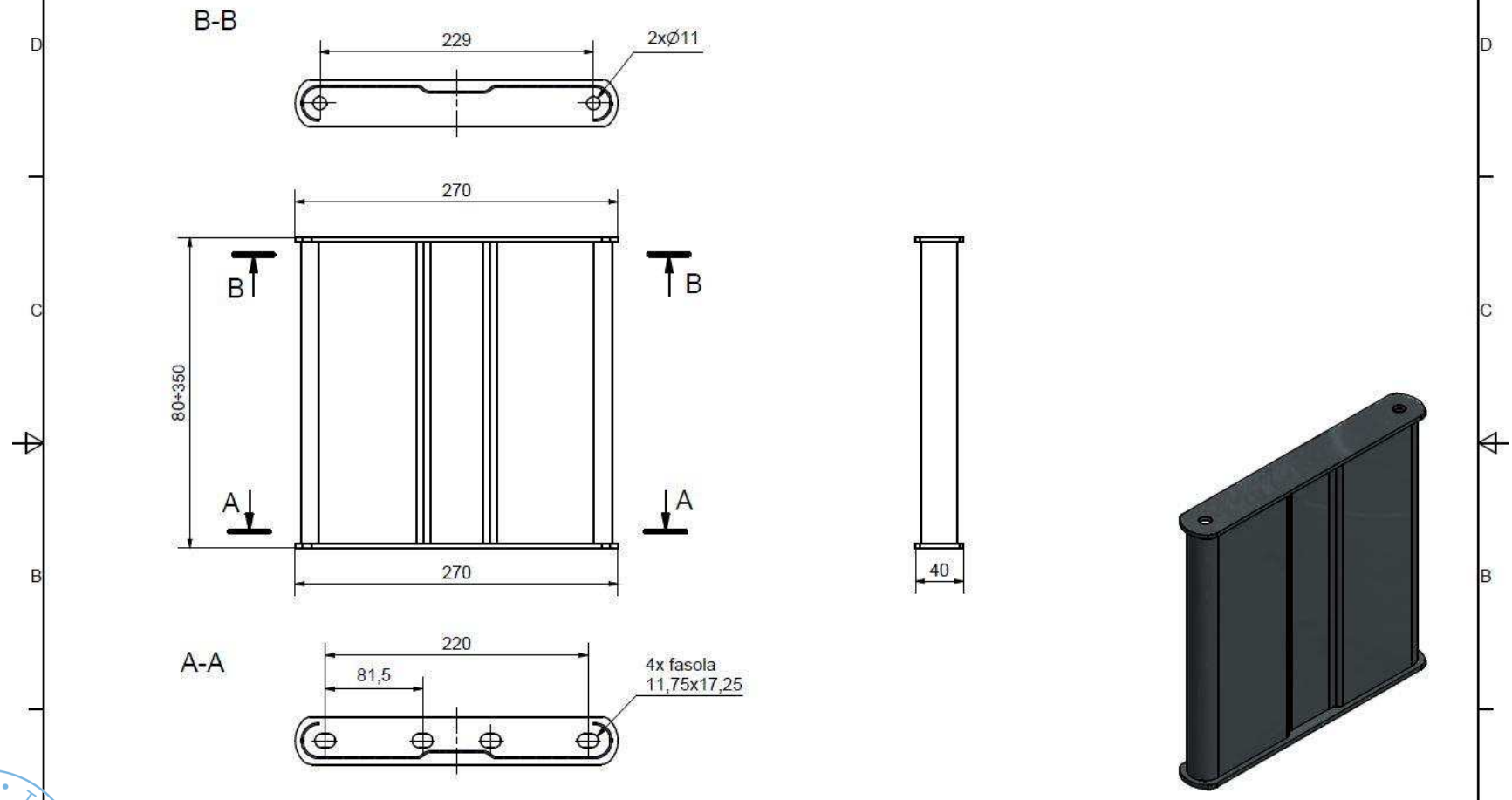




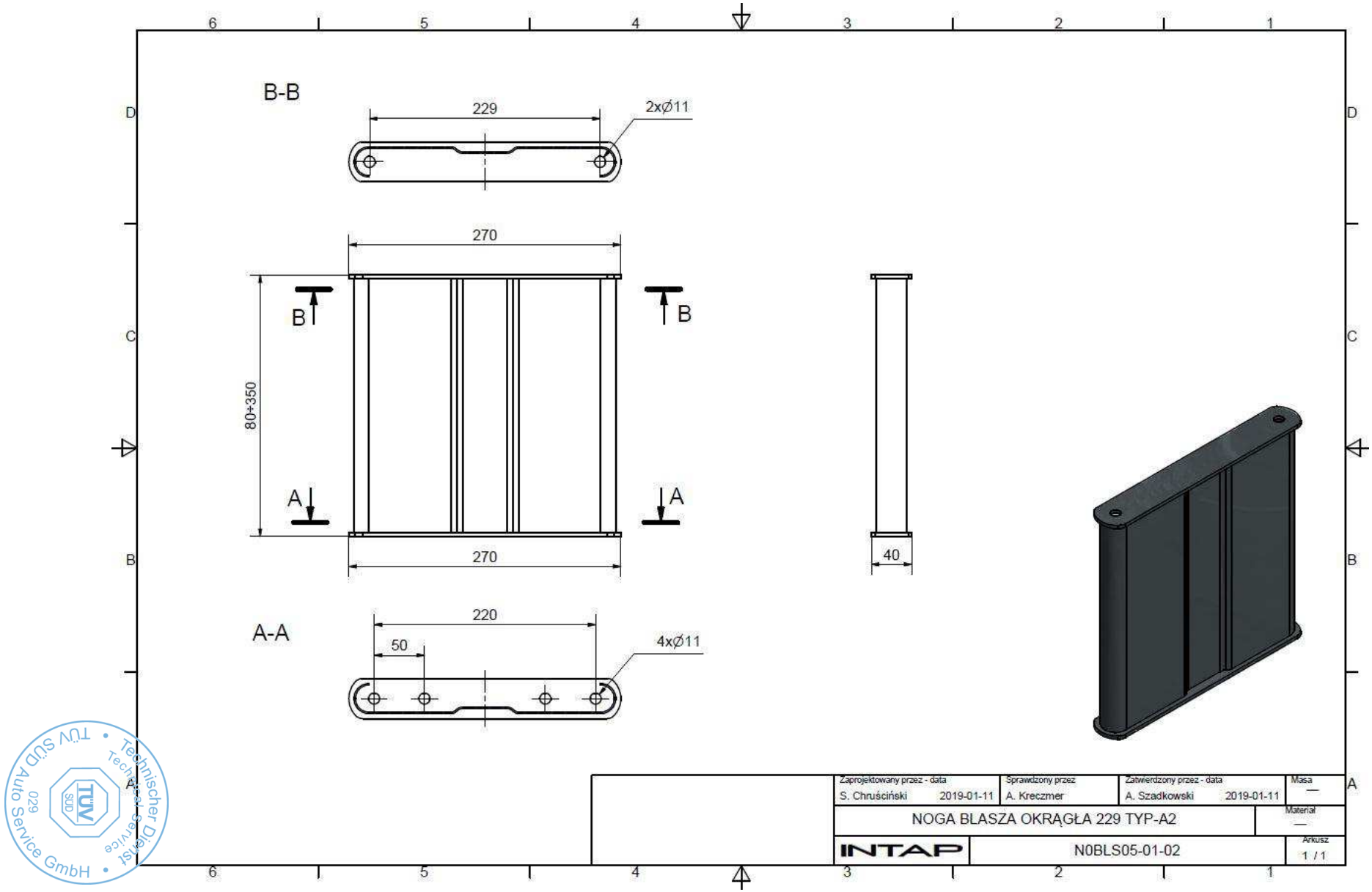
UWAGI / REMARKS

A *Wersja dla wysokości 216÷260> / *Version for 215÷260> height

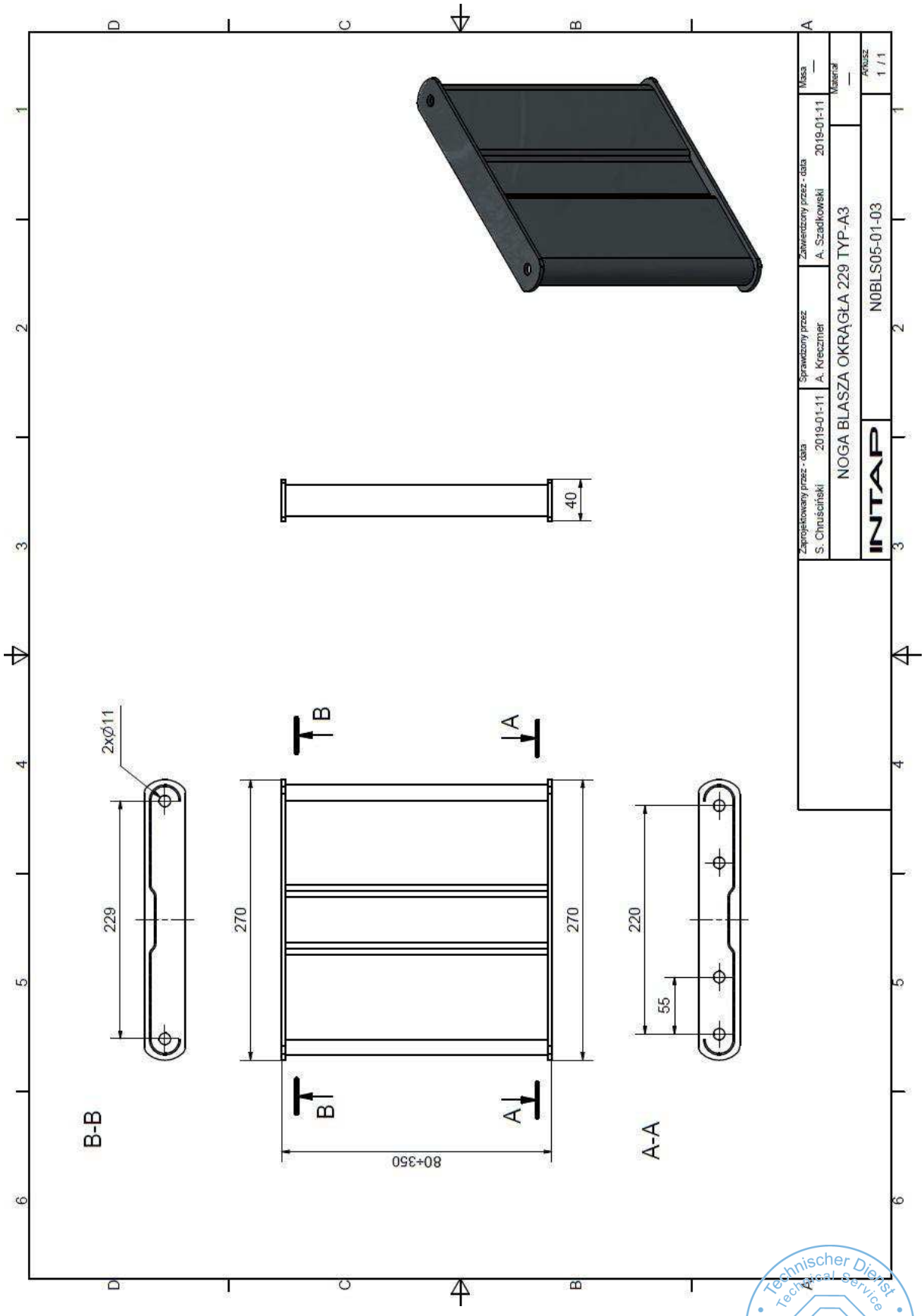
Zaprojektowany przez - data	Sprawdzony przez	Zatwierdzony przez - data	Masa
S. Chruściński 2019-01-10	A. Kreczmer	A. Szadkowski 2019-01-10	—
NOGA AŻUROWA M1 POD ZAMEK ROZPRĘŻNY TYP-2			Materiał —
INTAP	N0AZU10-02		Arkusz 1 / 1

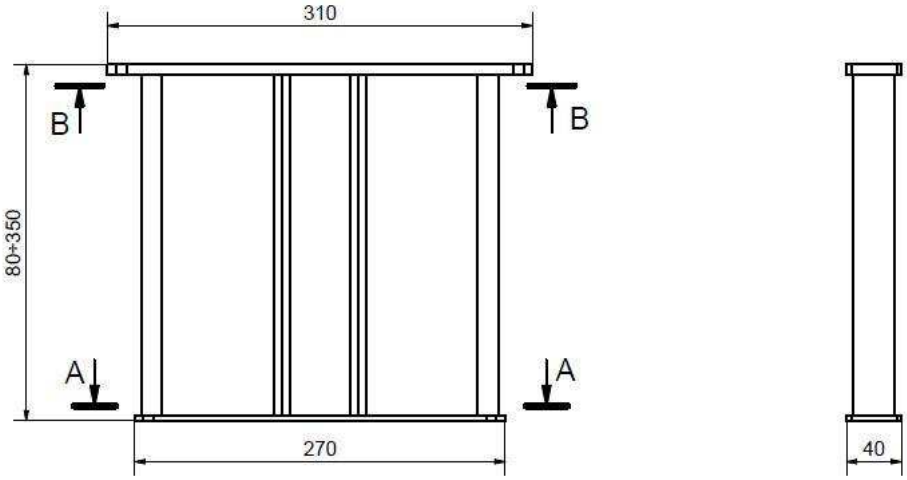


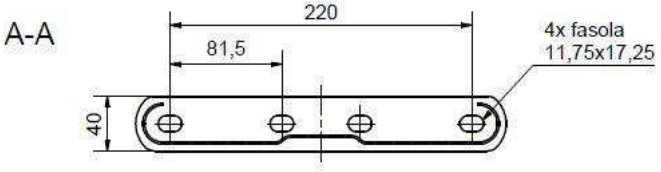
Zaprojektowany przez - data	Sprawdzony przez	Zatwierdzony przez - data	Masa
S. Chruściński 2019-01-11	A. Kreczmer	A. Szadkowski 2019-01-11	—
NOGA BLASZA OKRĄGŁA 229 TYP-A1			Materiał —
INTAP	N0BLS05-01-01		Arkusz 1 / 1



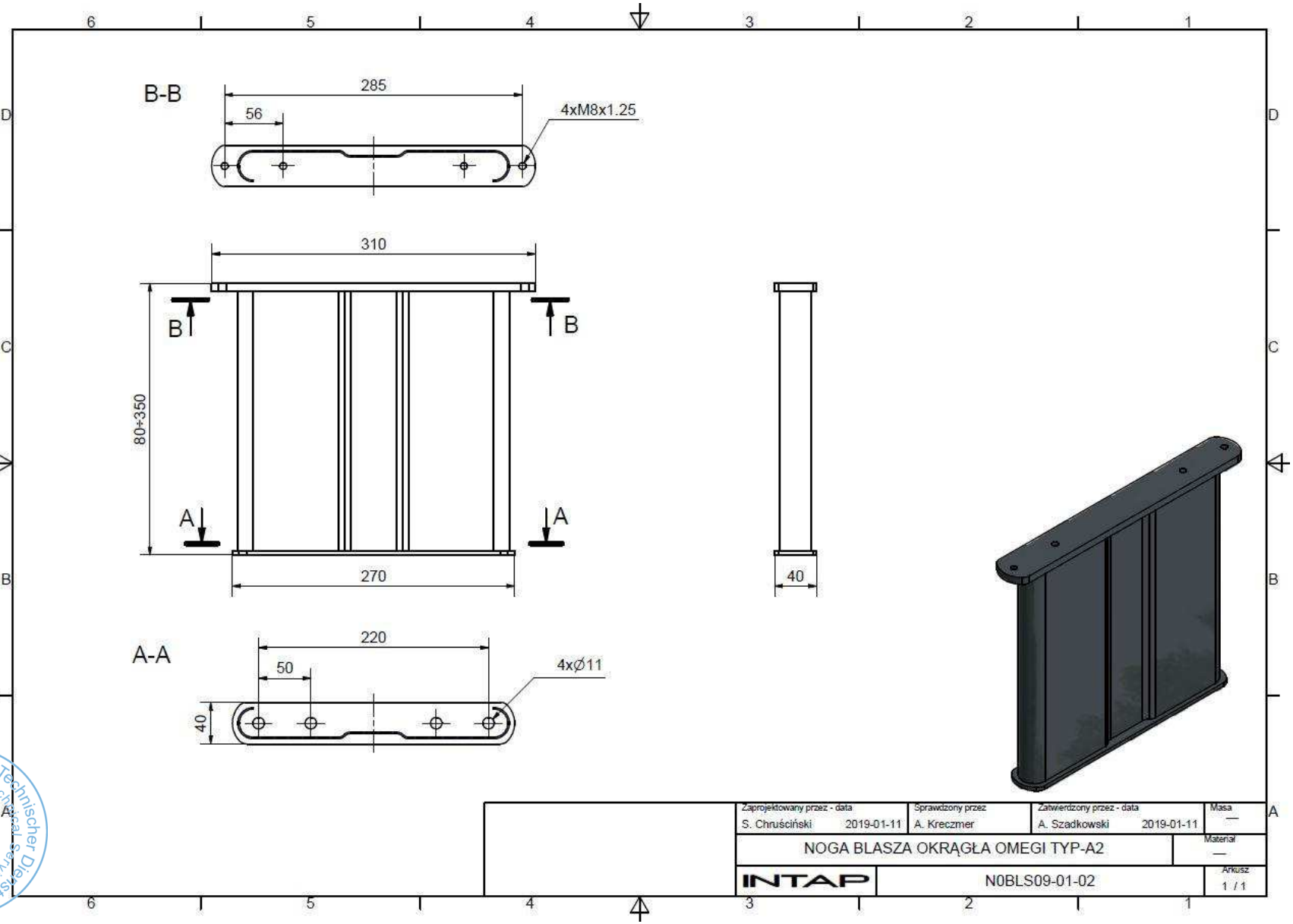
Zaprojektowany przez - data	Sprawdzony przez	Zatwierdzony przez - data	Masa
S. Chruściński 2019-01-11	A. Kreczmer	A. Szadkowski 2019-01-11	—
NOGA BLASZA OKRĄGŁA 229 TYP-A2			Materiał —
INTAP	N0BLS05-01-02		Arkusz 1 / 1



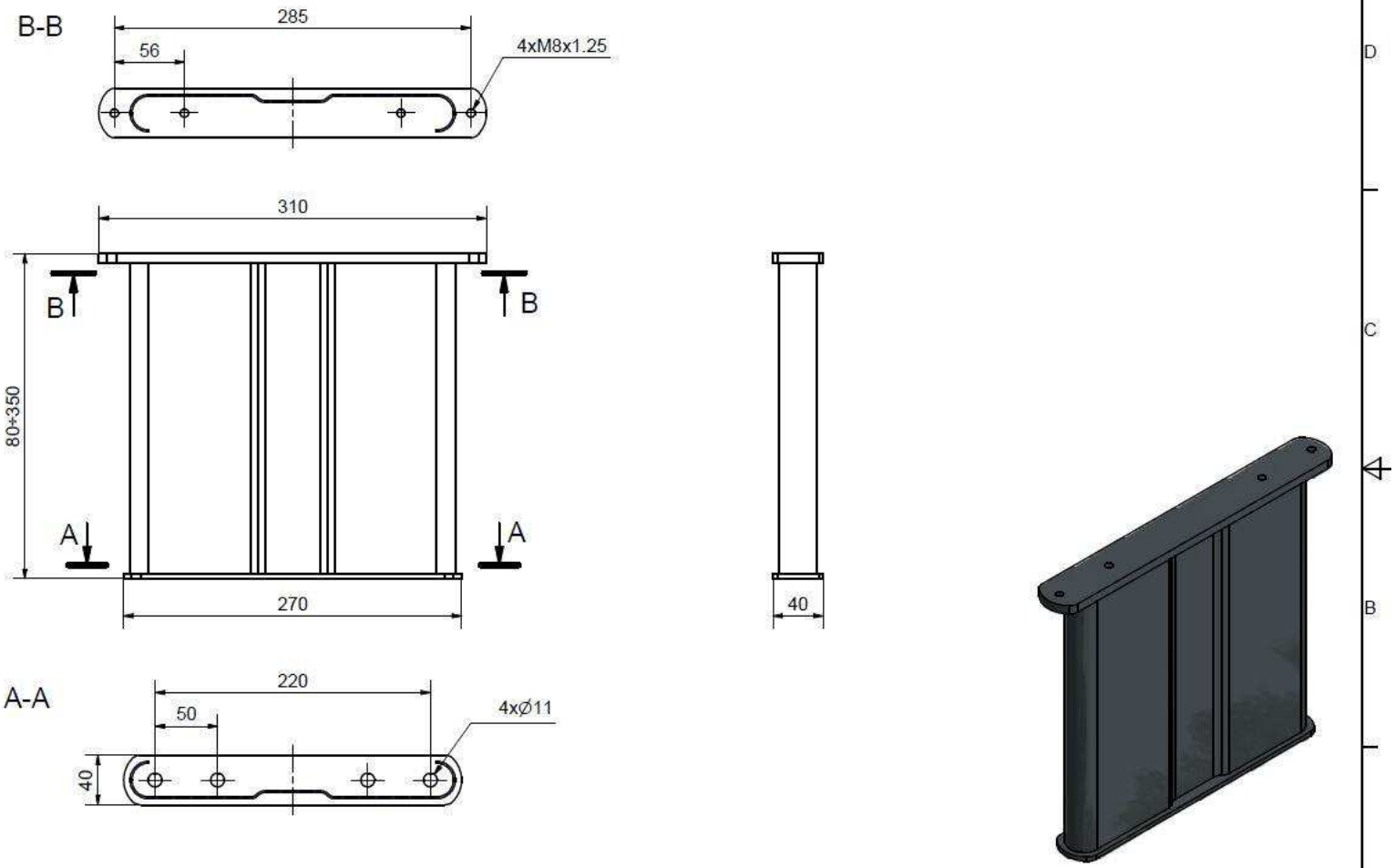




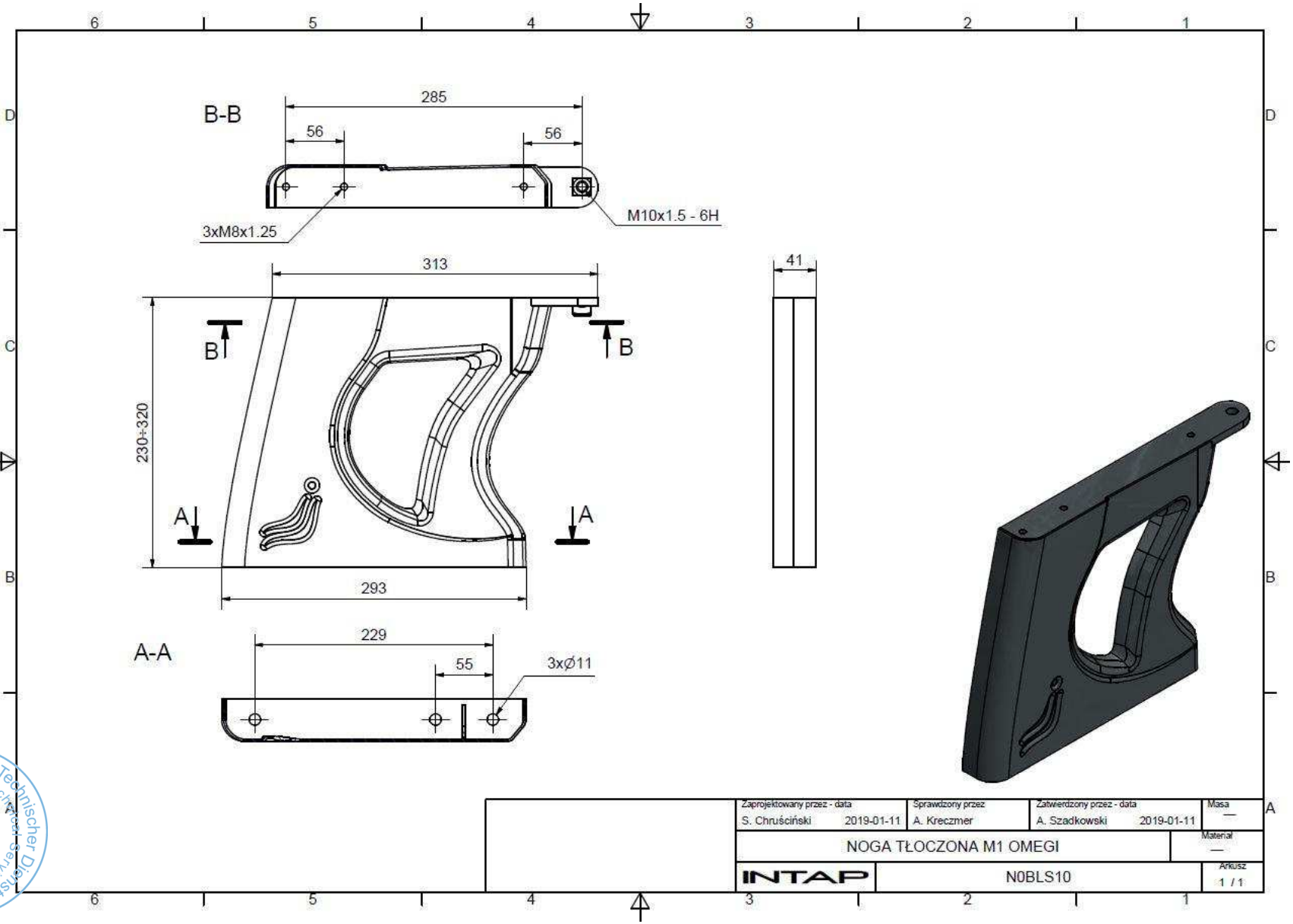
Zaprojektowany przez - data	Sprawdzony przez	Zatwierdzony przez - data	Masa
S. Chruściński 2019-01-11	A. Kreczmer	A. Szadkowski 2019-01-11	—
NOGA BLASZA OKRĄGŁA OMEGI TYP-A1			Materiał —
INTAP	N0BLS09-01-01		Arkusz 1 / 1



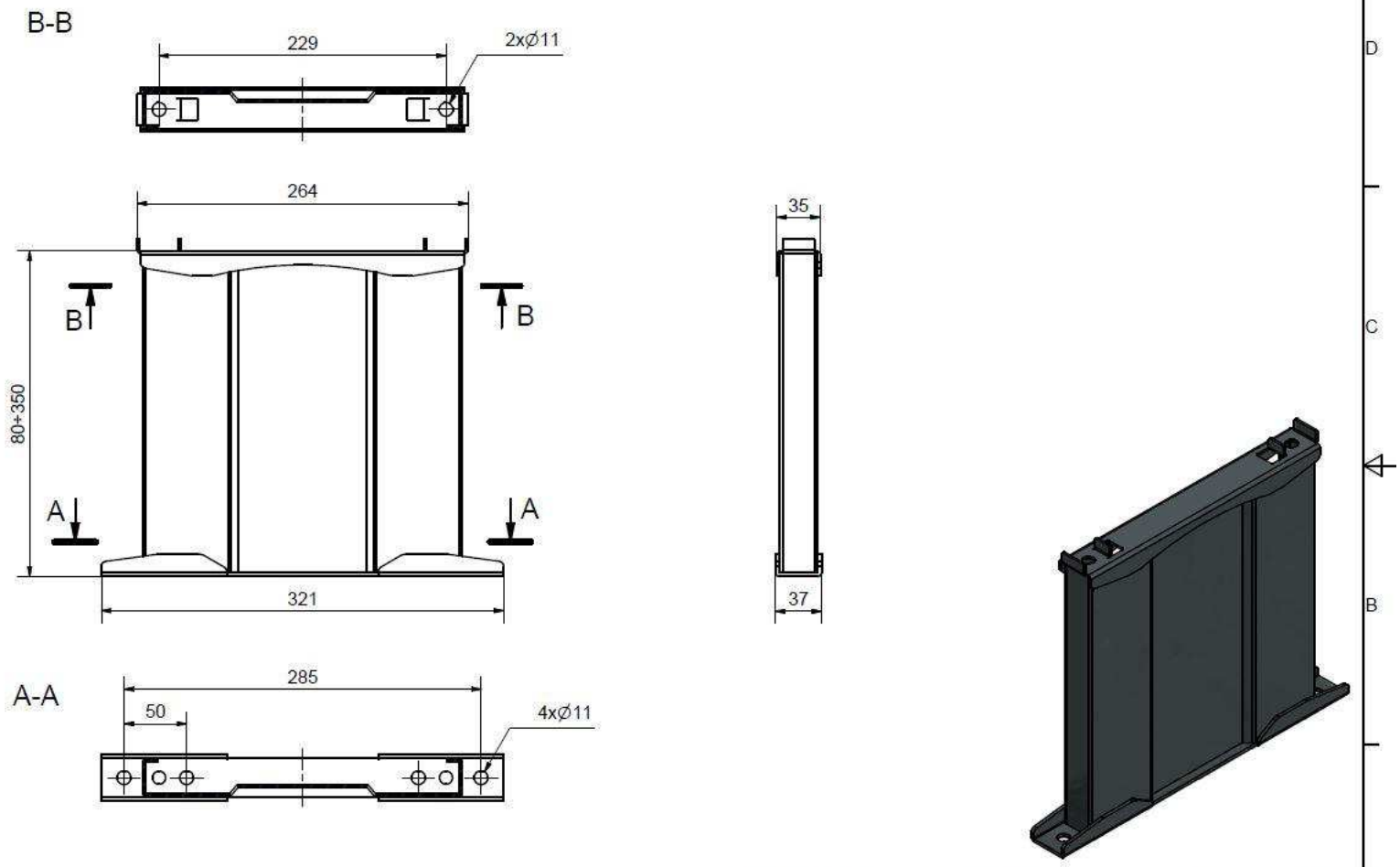
Zaprojektowany przez - data	Sprawdzony przez	Zatwierdzony przez - data	Masa
S. Chruściński 2019-01-11	A. Kreczmer	A. Szadkowski 2019-01-11	—
NOGA BLASZA OKRĄGŁA OMEGI TYP-A2			Materiał —
INTAP	N0BLS09-01-02		Arkusz 1 / 1



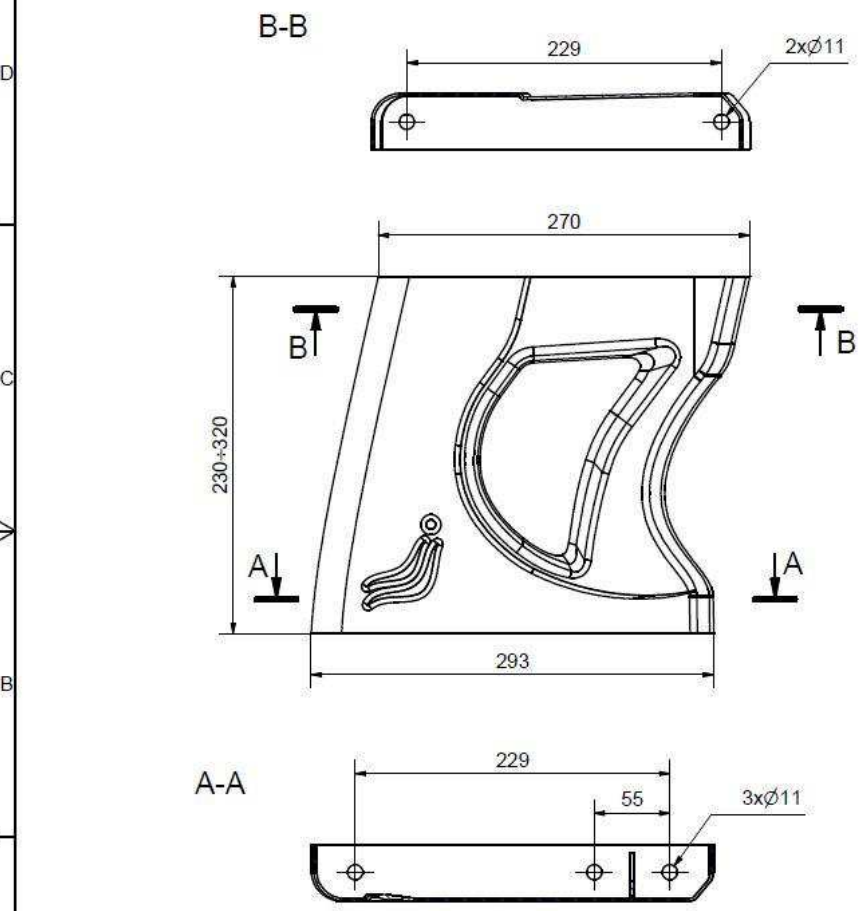
Zaprojektowany przez - data	Sprawdzony przez	Zatwierdzony przez - data	Masa
S. Chruściński 2019-01-11	A. Kreczmer	A. Szadkowski 2019-01-11	—
NOGA BLASZA OKRĄGŁA OMEGI TYP-A3			Materiał —
INTAP	N0BLS09-01-03		Arkusz 1 / 1



Zaprojektowany przez - data	Sprawdzony przez	Zatwierdzony przez - data	Masa
S. Chruściński 2019-01-11	A. Kreczmer	A. Szadkowski 2019-01-11	—
NOGA TŁOCZONA M1 OMEGI			Materiał —
INTAP	N0BLS10		Arkusz 1 / 1

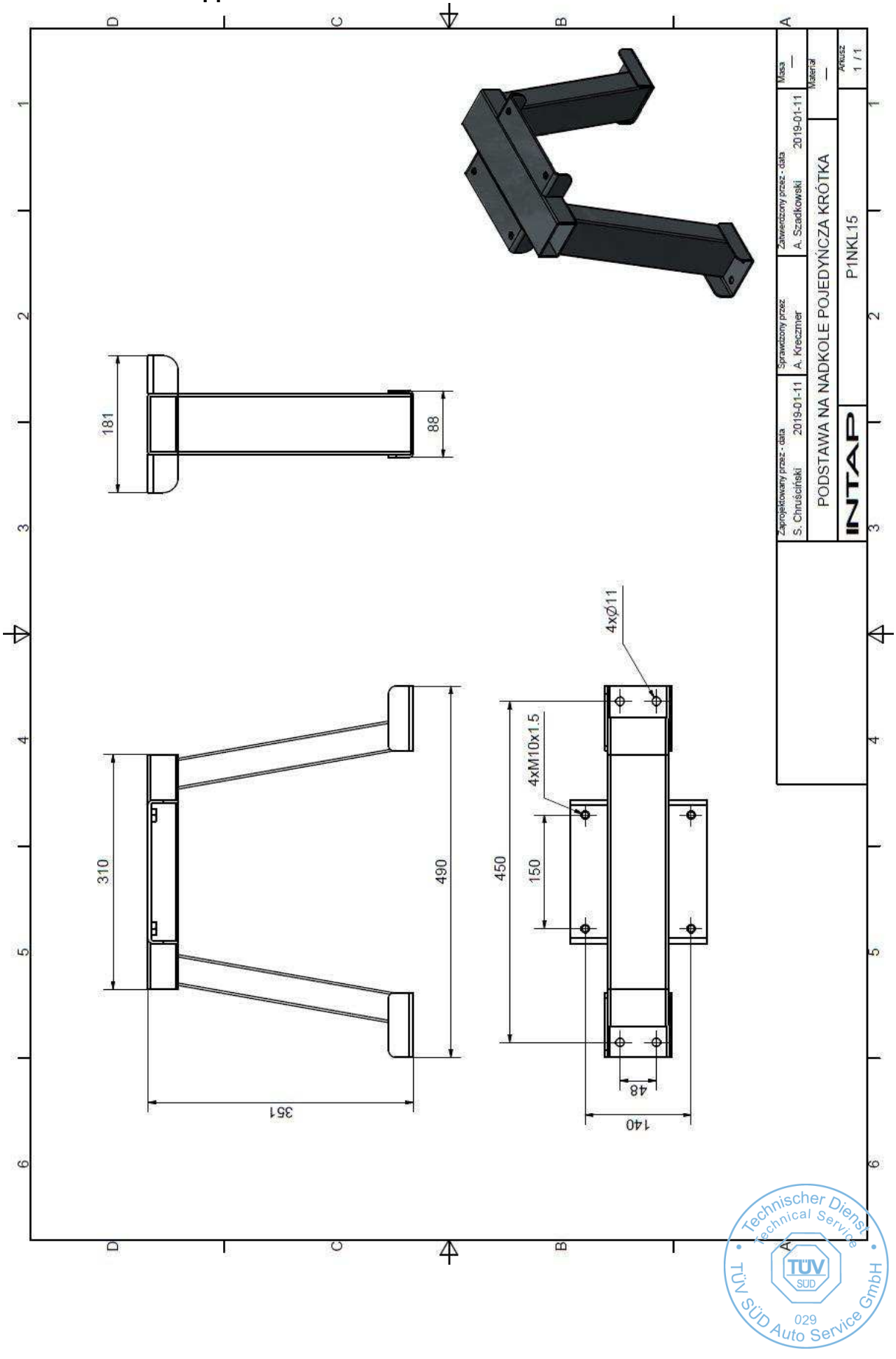


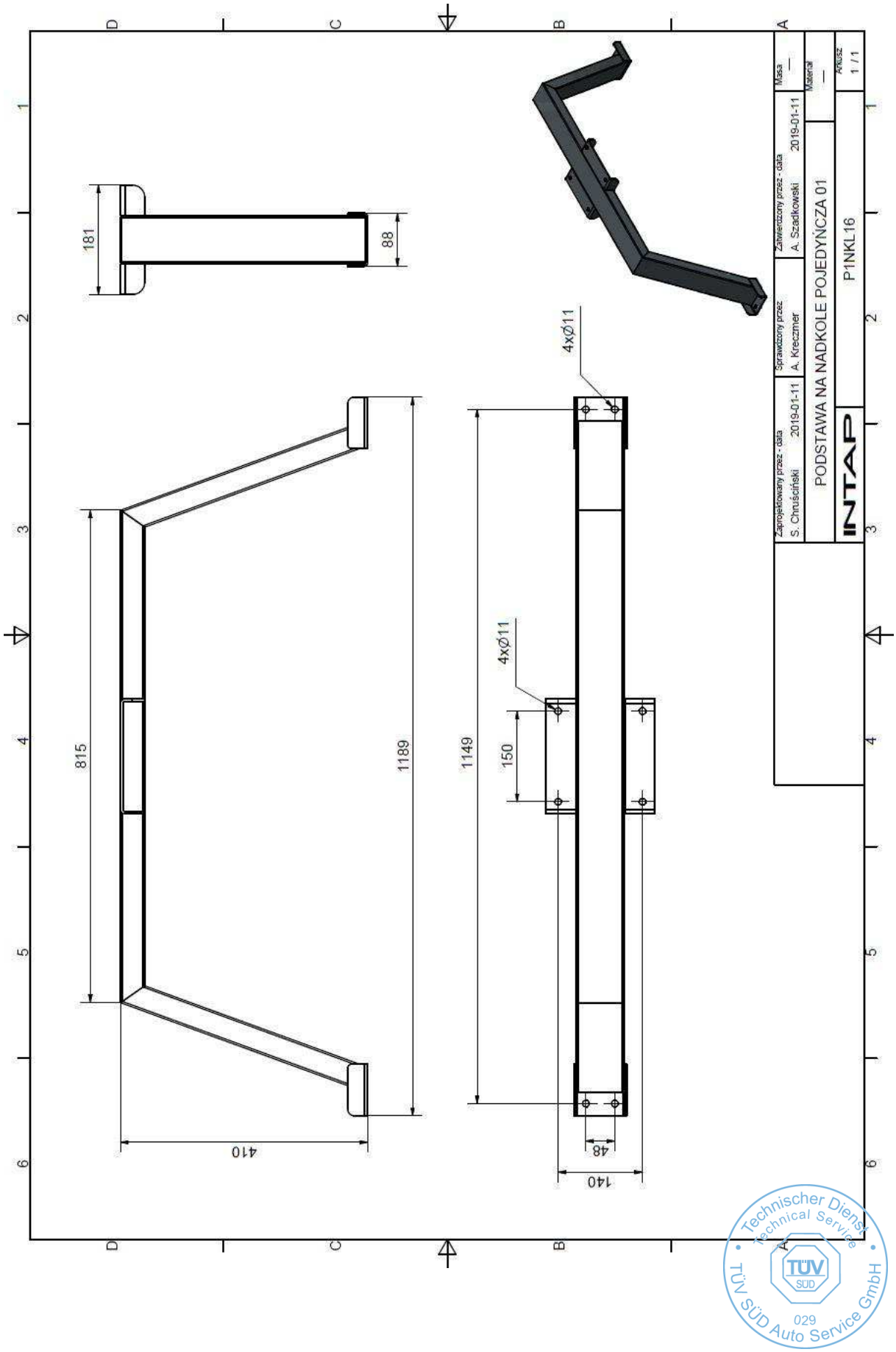
Zaprojektowany przez - data	Sprawdzony przez	Zatwierdzony przez - data	Masa
S. Chruściński 2019-01-11	A. Kreczmer	A. Szadkowski 2019-01-11	—
NOGA BLASZA KWADRATOWA TYP-A1			Materiał —
INTAP	N0BLS11-01-01		Arkusz 1 / 1

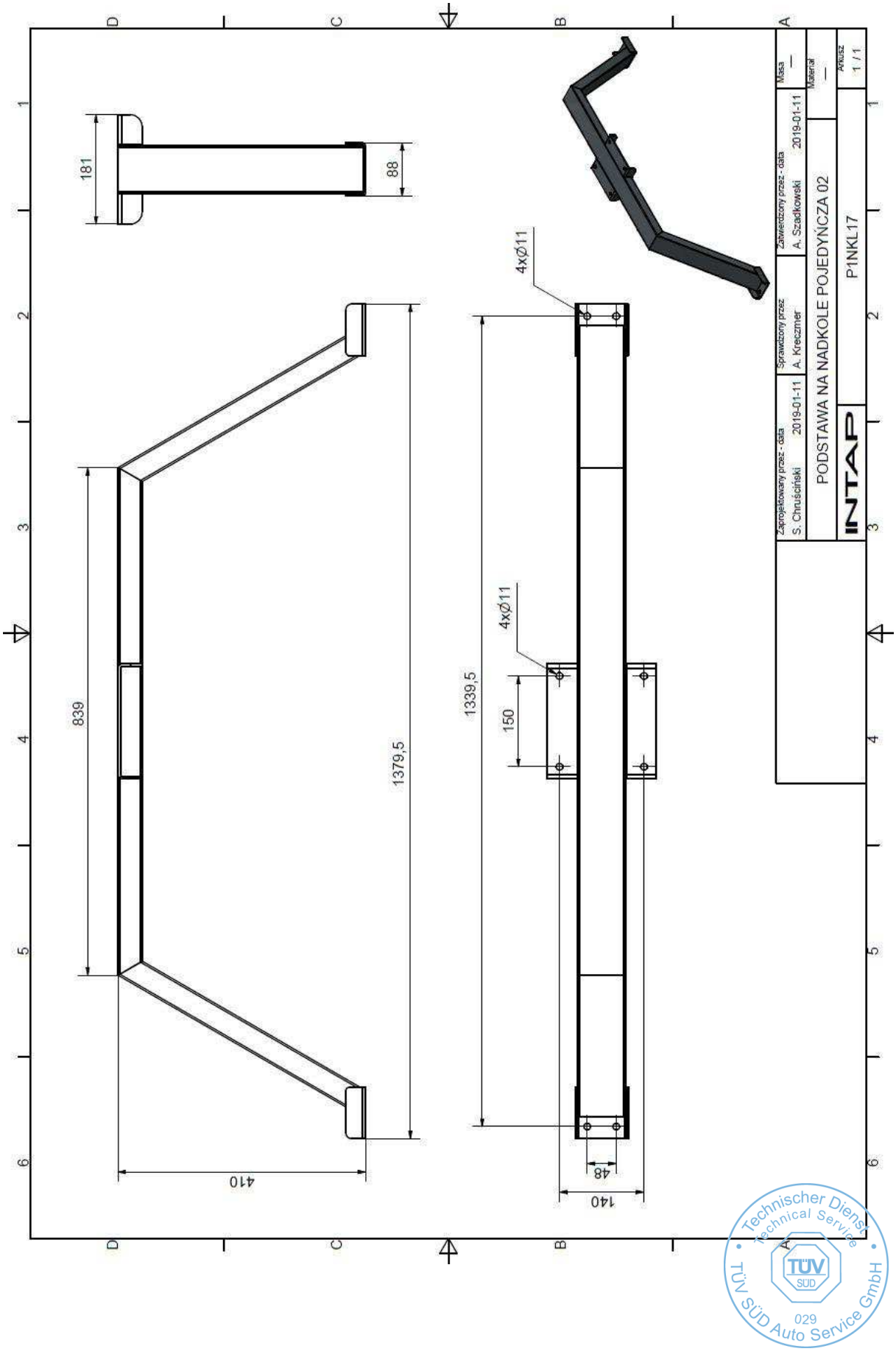


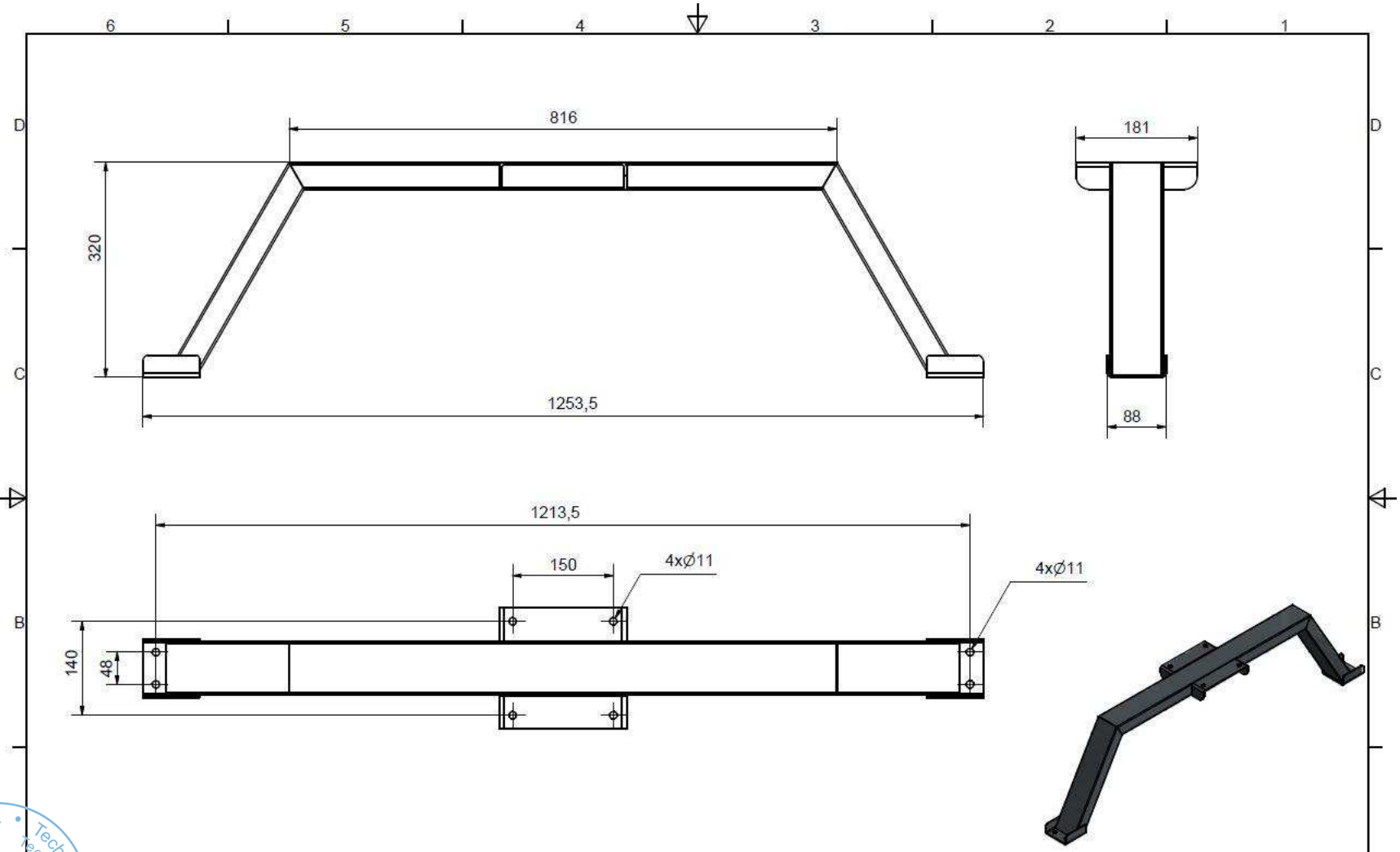
Zaprojektowany przez - data	Sprawdzony przez	Zatwierdzony przez - data	Masa
S. Chruściński 2019-01-11	A. Kreczmer	A. Szadkowski 2019-01-11	—
NOGA TŁOCZONA M1			Materiał —
INTAP	N0BLS17		Arkusz 1 / 1

Appendix 4 – Wheelarch fixation frames and boxes

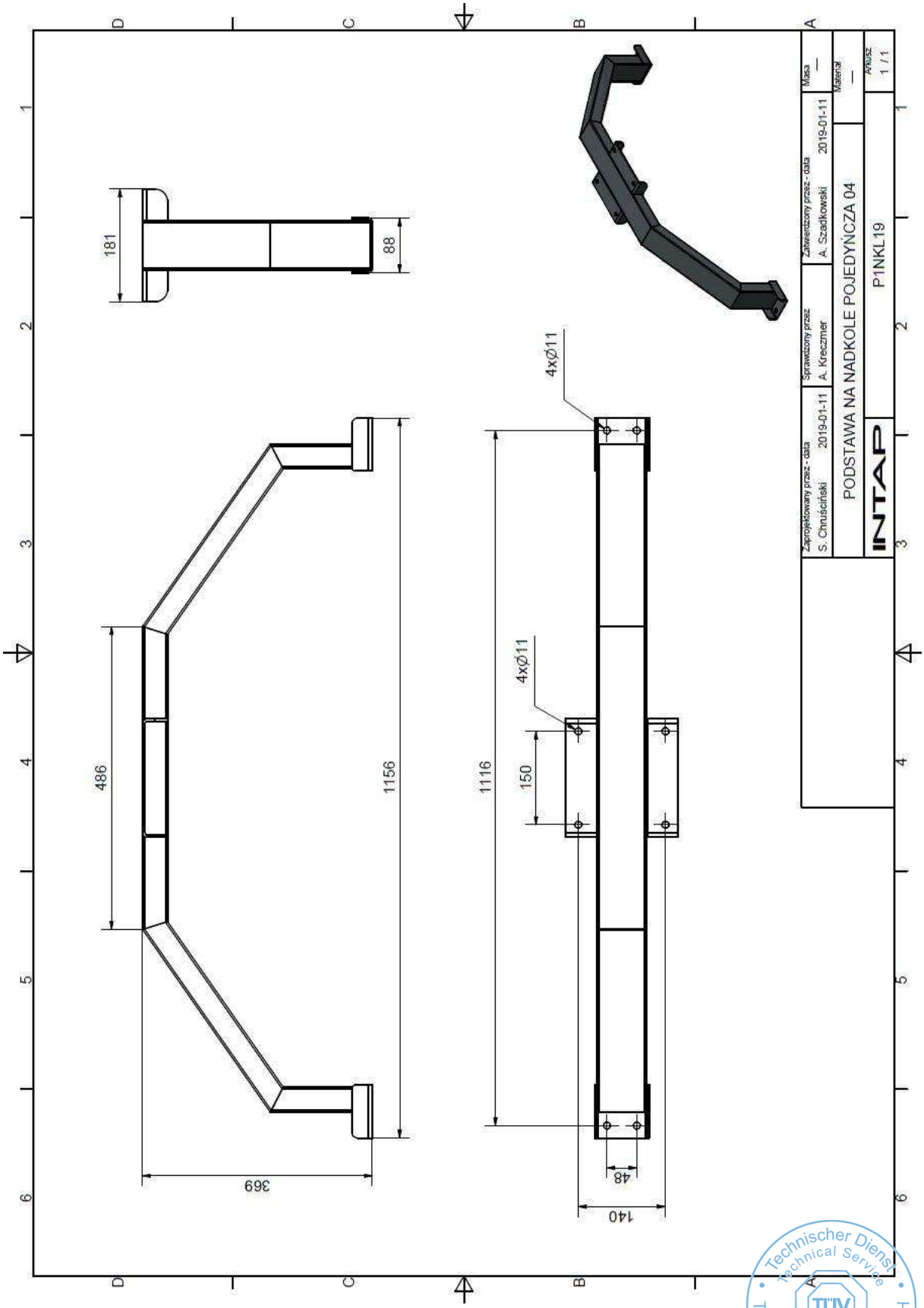


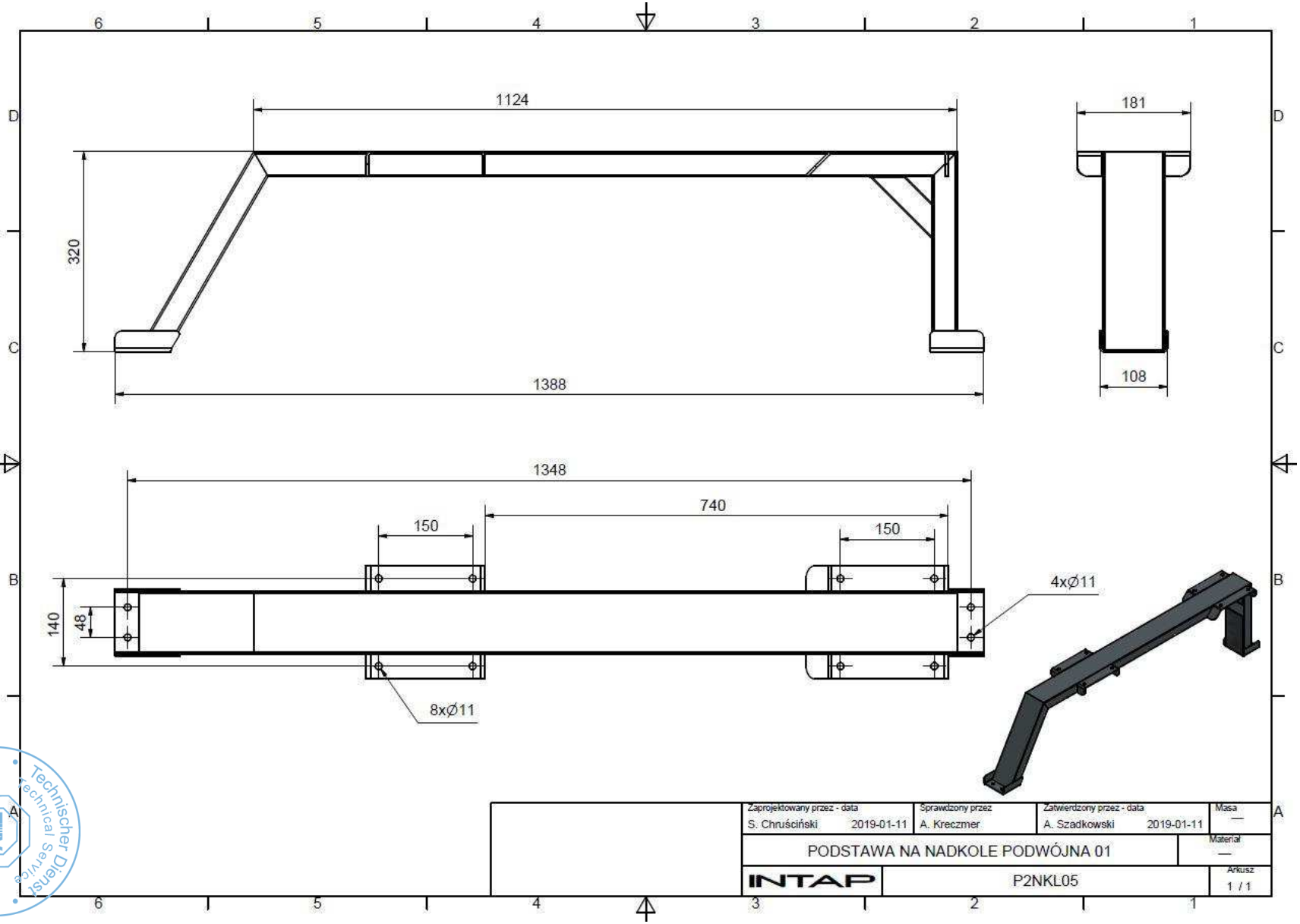




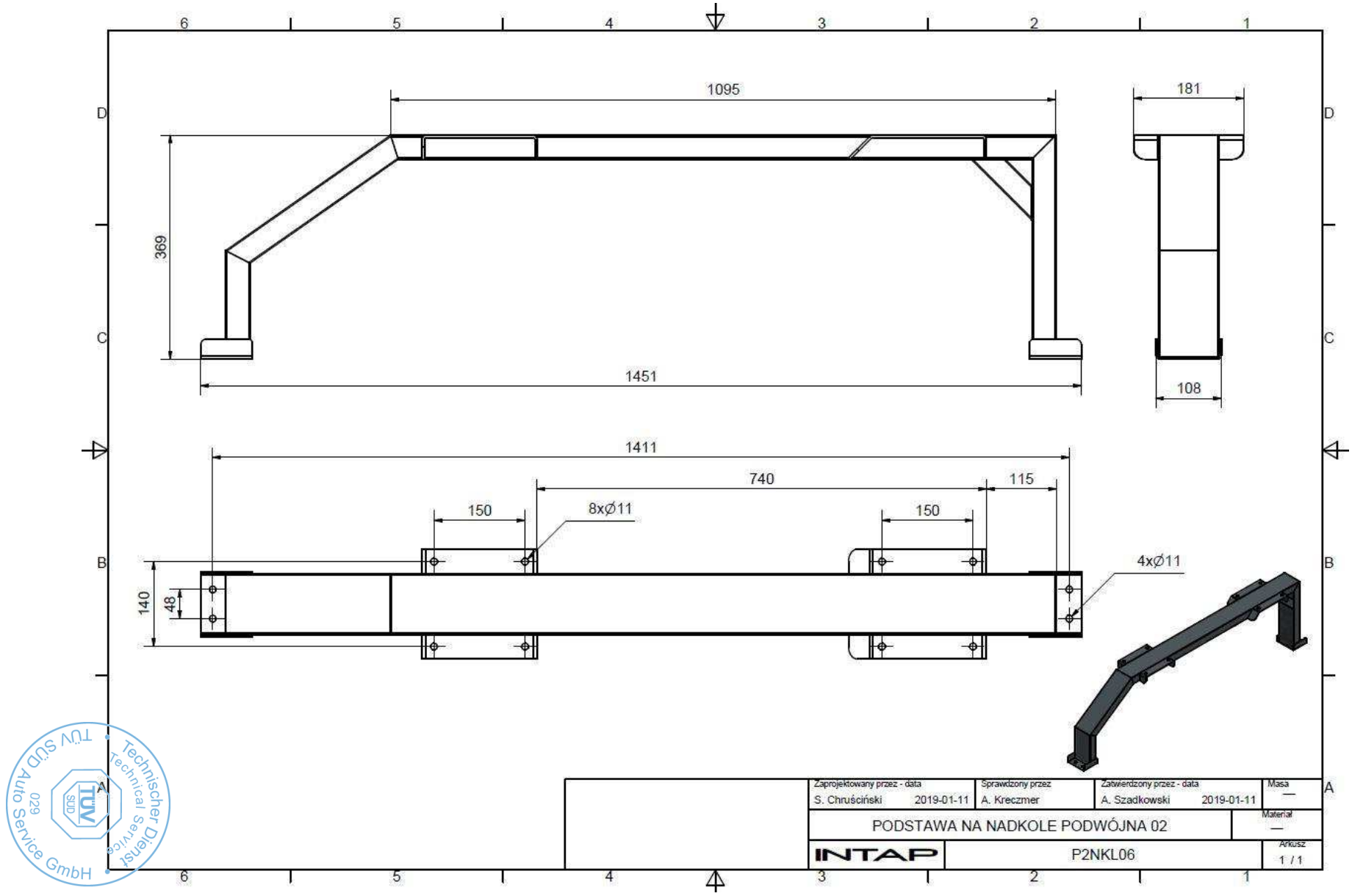


Zaprojektowany przez - data	Sprawdzony przez	Zatwierdzony przez - data	Masa
S. Chruściński 2019-01-11	A. Kreczmer	A. Szadkowski 2019-01-11	—
PODSTAWA NA NADKOLE POJEDYŃCZA 03			Materiał —
INTAP	P1NKL18		Arkusz 1 / 1

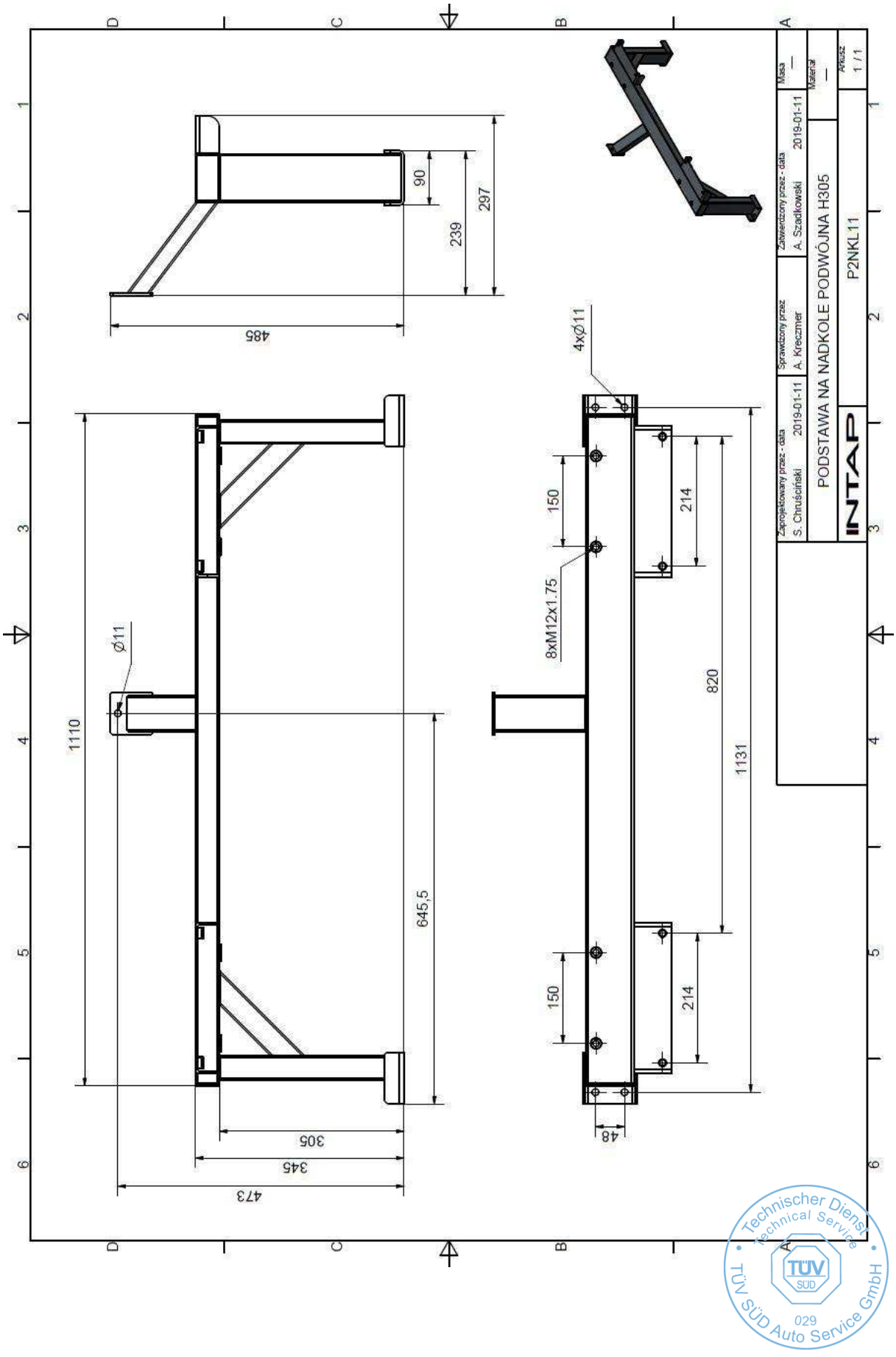


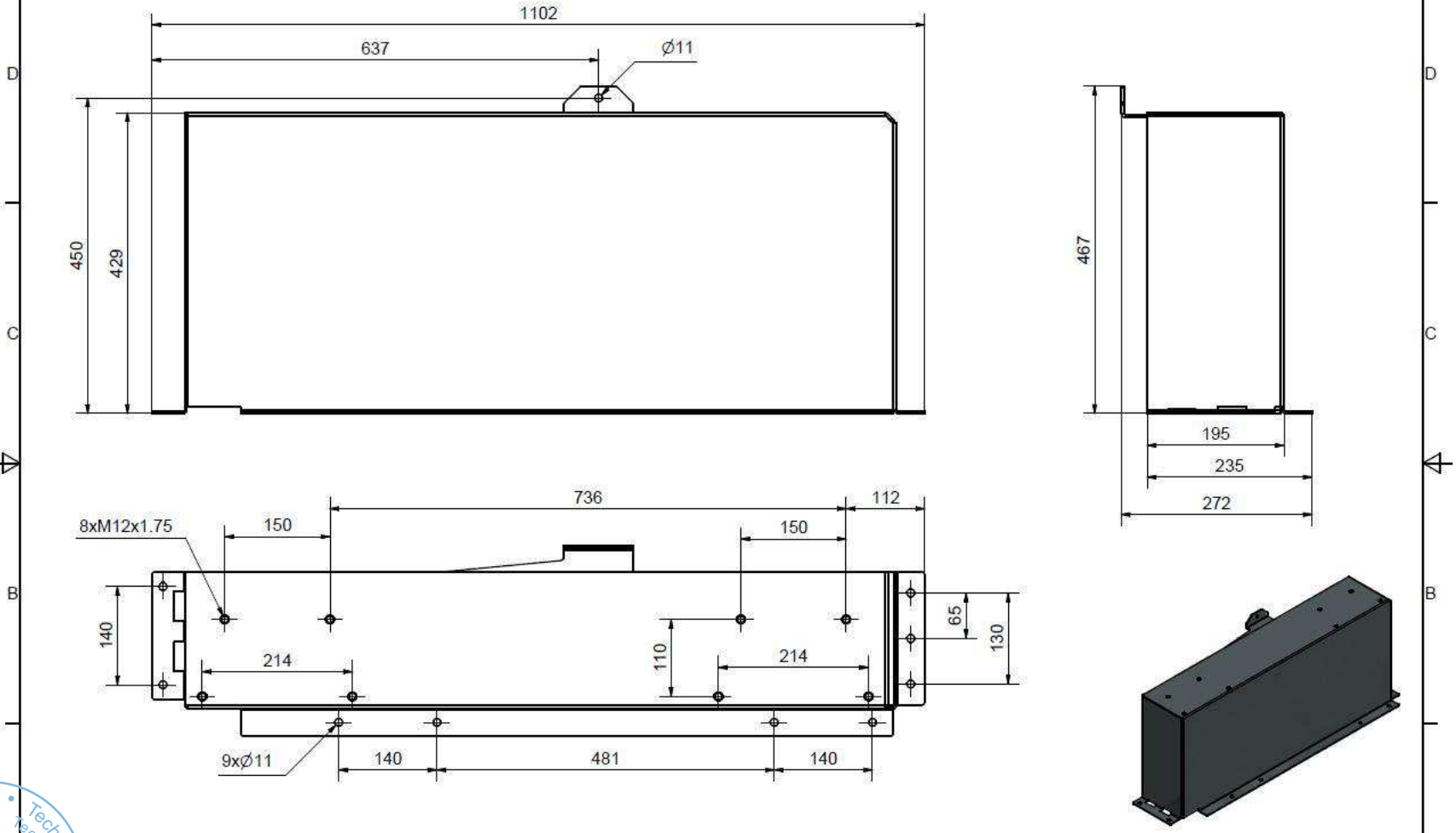


Zaprojektowany przez - data	Sprawdzony przez	Zatwierdzony przez - data	Masa
S. Chruściński 2019-01-11	A. Kreczmer	A. Szadkowski 2019-01-11	—
PODSTAWA NA NADKOLE PODWÓJNA 01			Materiał —
INTAP	P2NKL05		Arkusz 1 / 1



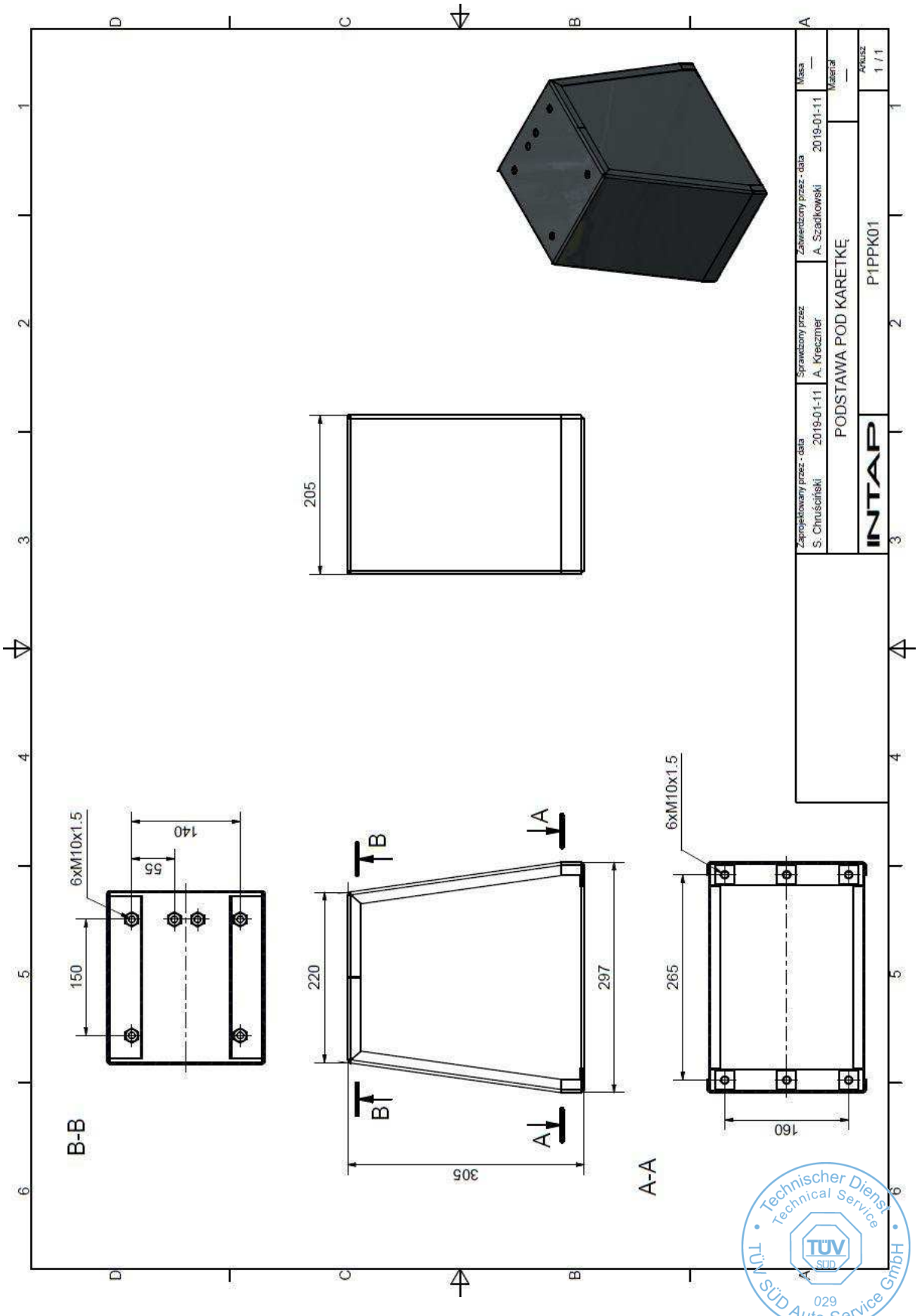
Zaprojektowany przez - data: S. Chruściński 2019-01-11	Sprawdzony przez: A. Kreczmer	Zatwierdzony przez - data: A. Szadkowski 2019-01-11	Masa: —
PODSTAWA NA NADKOLE PODWÓJNA 02			Materiał: —
INTAP	P2NKL06		Arkusz: 1 / 1

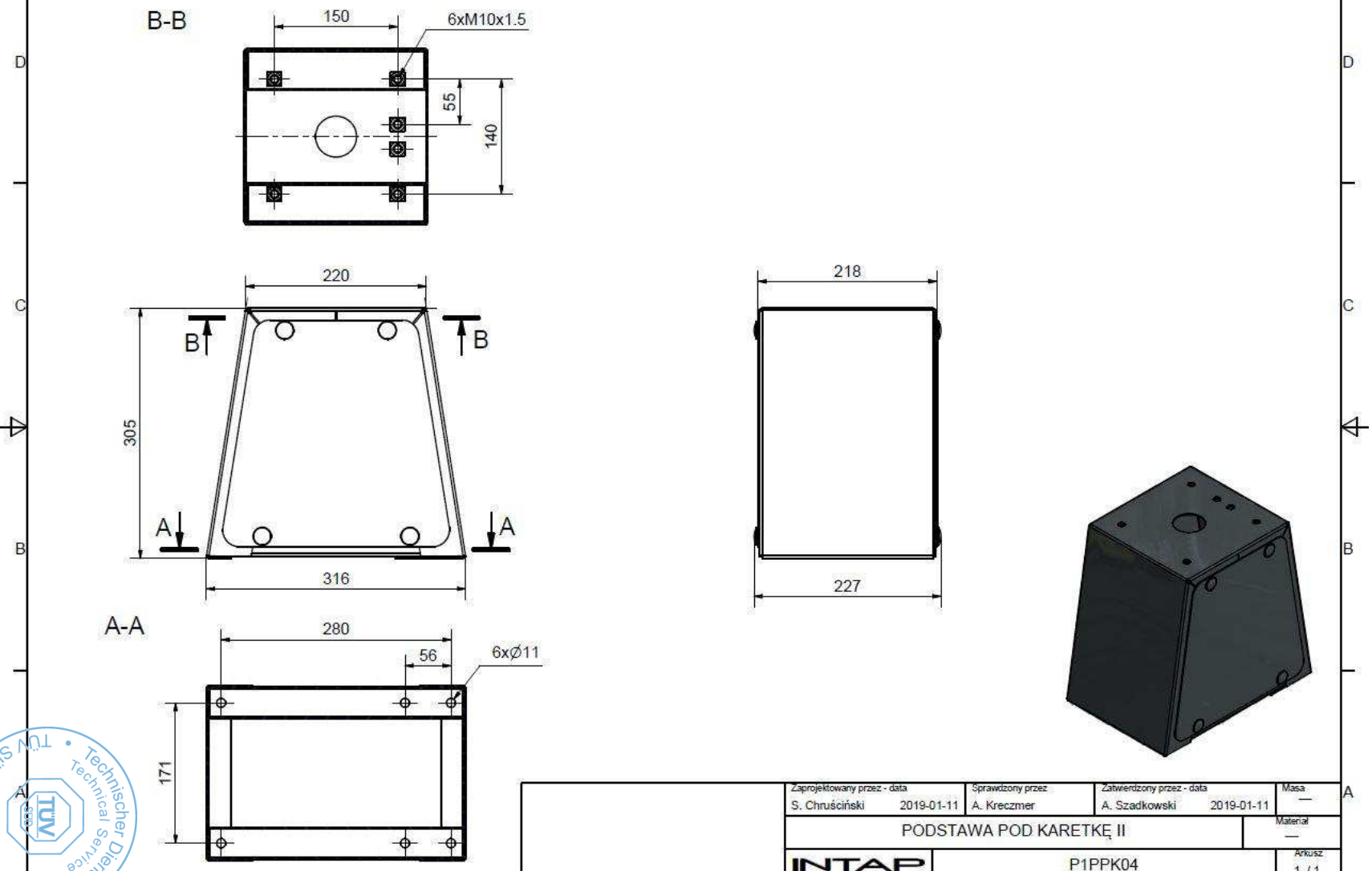




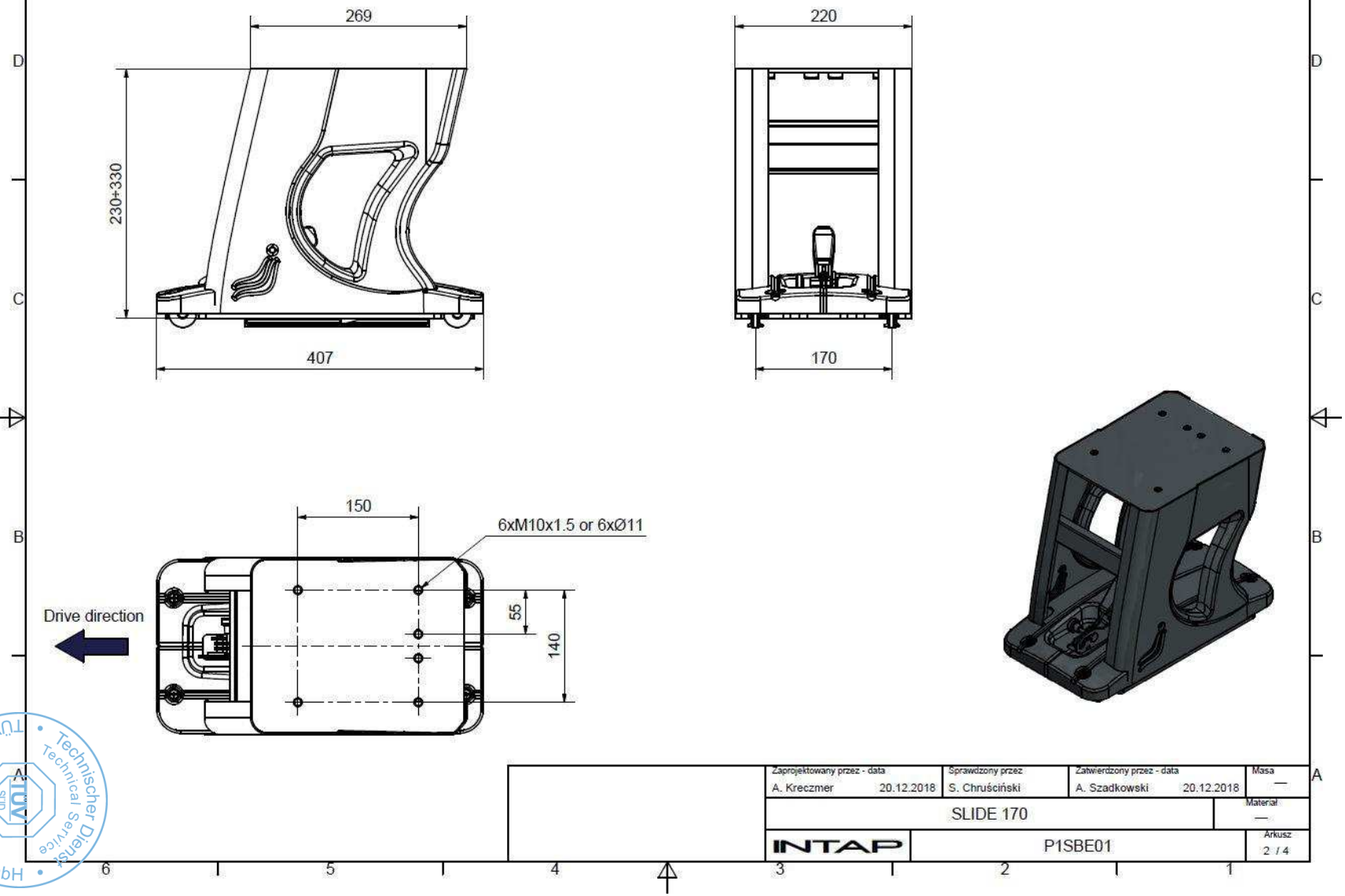
Zaprojektowany przez - data	Sprawdzony przez	Zatwierdzony przez - data	Masa
S. Chruściński 2019-01-11	A. Kreczmer	A. Szadkowski 2019-01-11	—
PODSTAWA NA NADKOLE PODWÓJNA BOX			Materiał —
INTAP	P2NKL13		Arkusz 1 / 1

Appendix 5 – Other fixation bases

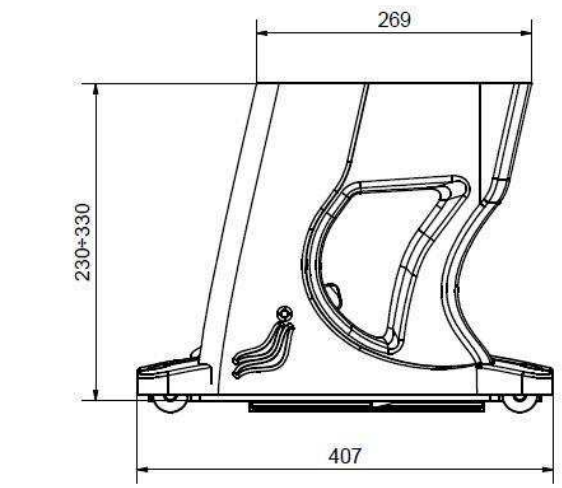


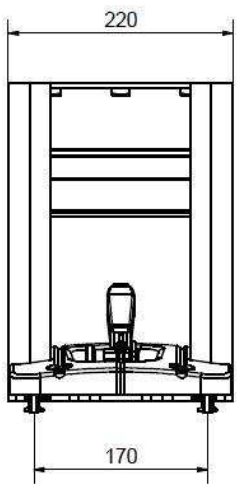


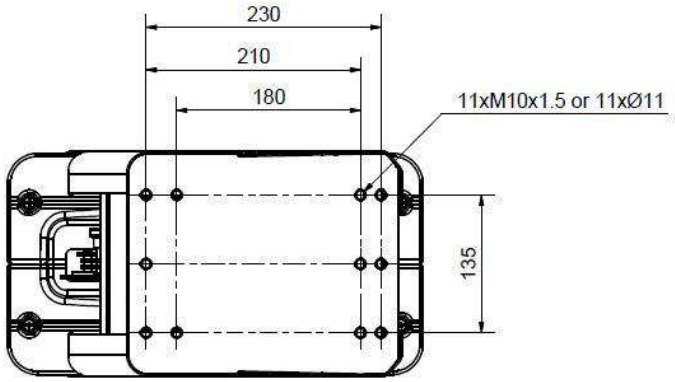
Zaprojektowany przez - data	Sprawdzony przez	Zatwierdzony przez - data	Masa
S. Chruściński 2019-01-11	A. Kreczmer	A. Szadkowski 2019-01-11	—
PODSTAWA POD KARETKĘ II			Materiał —
INTAP	P1PPK04		Arkusz 1 / 1

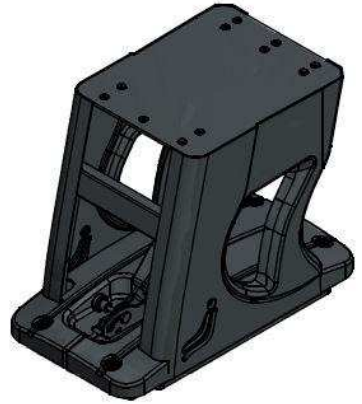


Zaprojektowany przez - data	Sprawdzony przez	Zatwierdzony przez - data	Masa
A. Kreczmer 20.12.2018	S. Chruściński	A. Szadkowski 20.12.2018	—
SLIDE 170			Materiał —
INTAP	P1SBE01		Arkusz 2 / 4

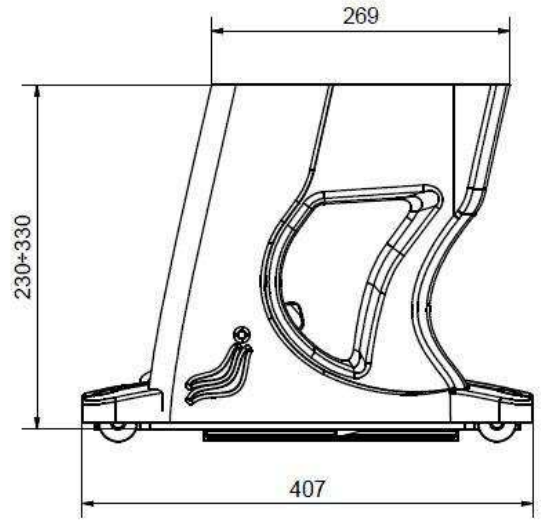


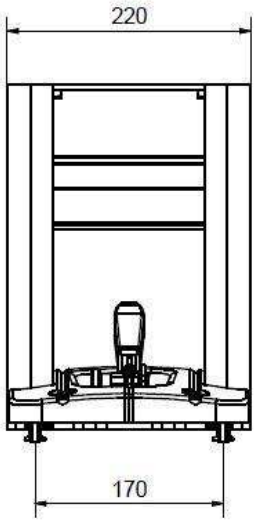


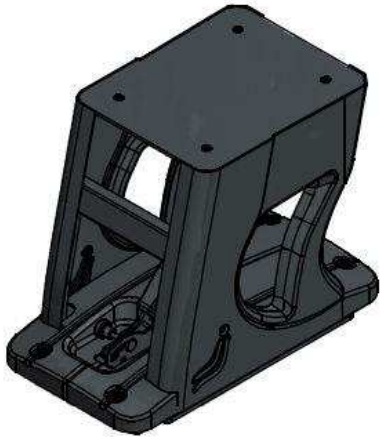


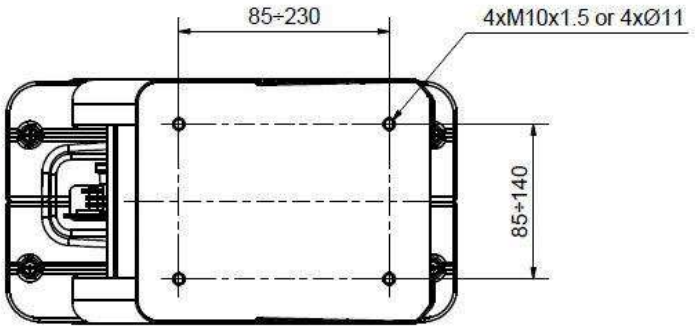


Zaprojektowany przez - data	Sprawdzony przez	Zatwierdzony przez - data	Masa
A. Kreczmer 20.12.2018	S. Chruściński	A. Szadkowski 20.12.2018	—
SLIDE 170			Materiał: —
INTAP	P1SBE01		Arkusz: 1 / 4



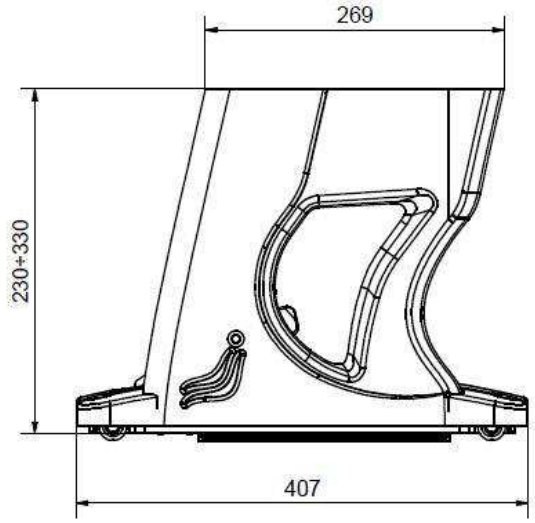


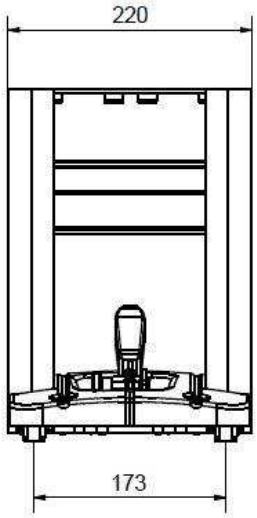


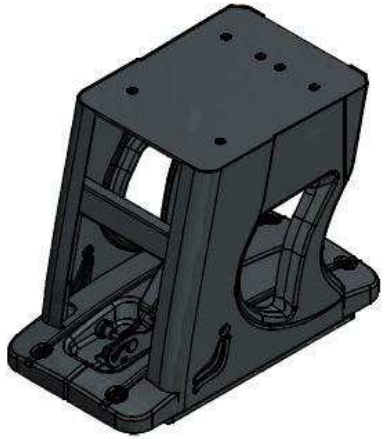


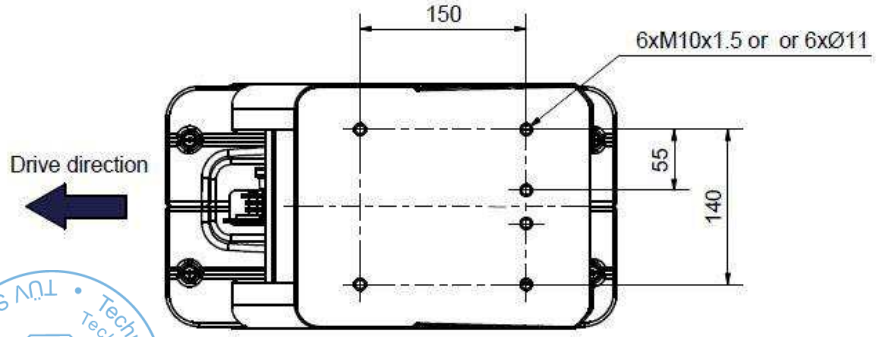
Drive direction

Zaprojektowany przez - data	Sprawdzony przez	Zatwierdzony przez - data	Masa
A. Kreczmer 20.12.2018	S. Chruściński	A. Szadkowski 20.12.2018	—
SLIDE 170			Materiał —
INTAP	P1SBE01		Arkusz 3 / 4

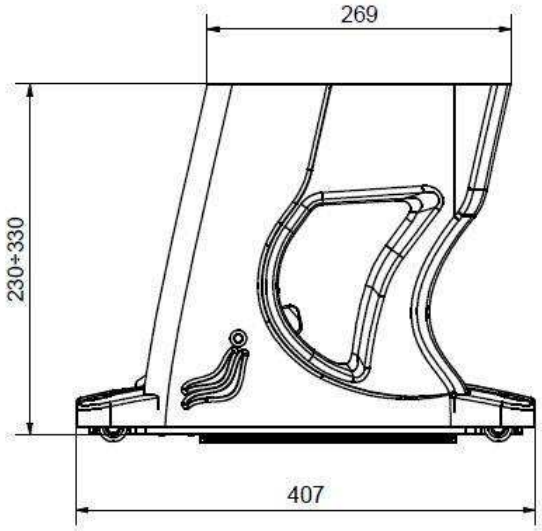


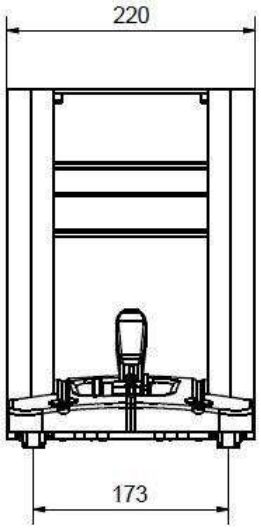


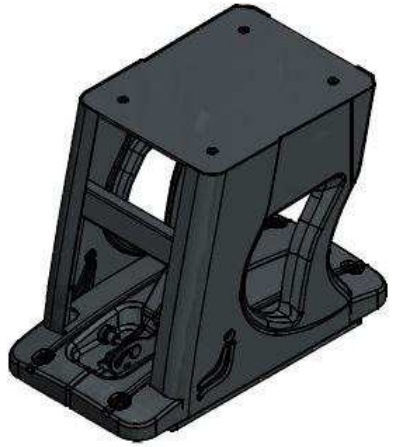


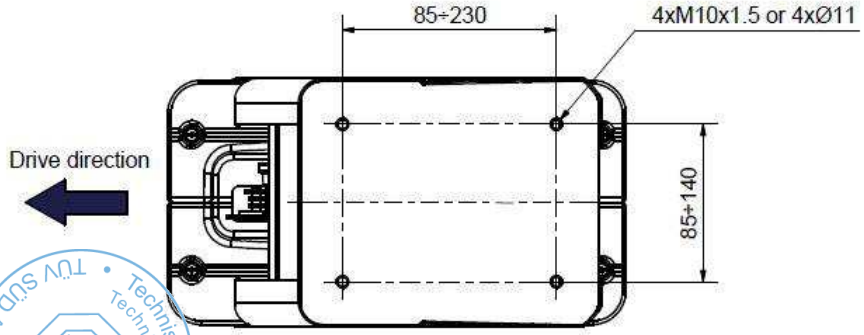


Zaprojektowany przez - data	Sprawdzony przez	Zatwierdzony przez - data	Masa
A. Kreczmer 20.12.2018	S. Chruściński	A. Szadkowski 20.12.2018	—
SLIDE 173			Materiał: —
INTAP	P1SBE02		Arkusz: 1 / 3

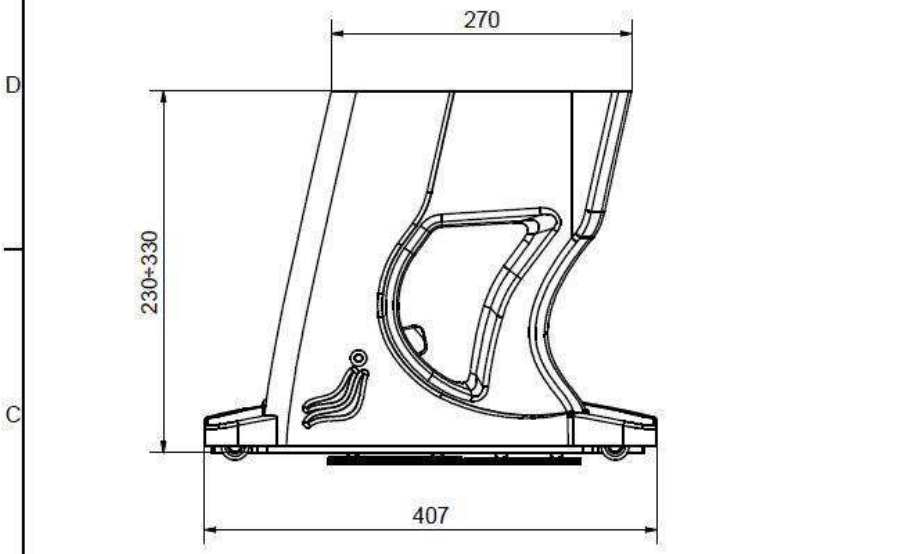


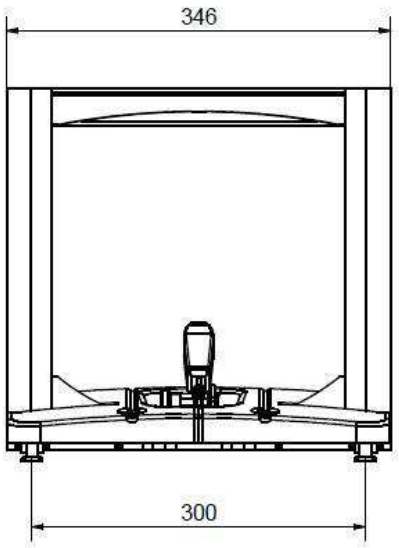


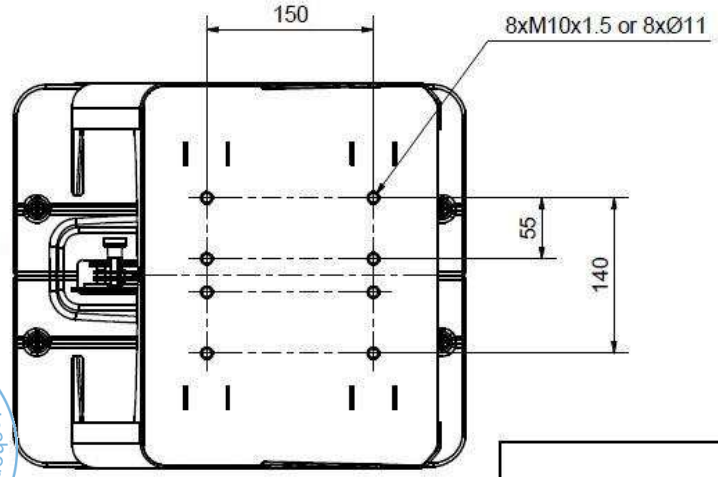


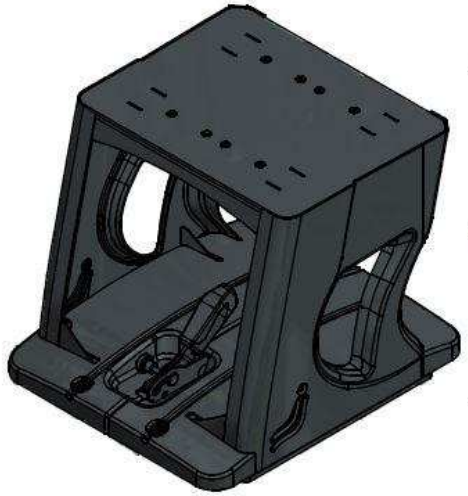


Zaprojektowany przez - data	Sprawdzony przez	Zatwierdzony przez - data	Masa
A. Kreczmer 20.12.2018	S. Chruściński	A. Szadkowski 20.12.2018	—
SLIDE 173			Materiał —
INTAP	P1SBE02		Arkusz 2 / 3

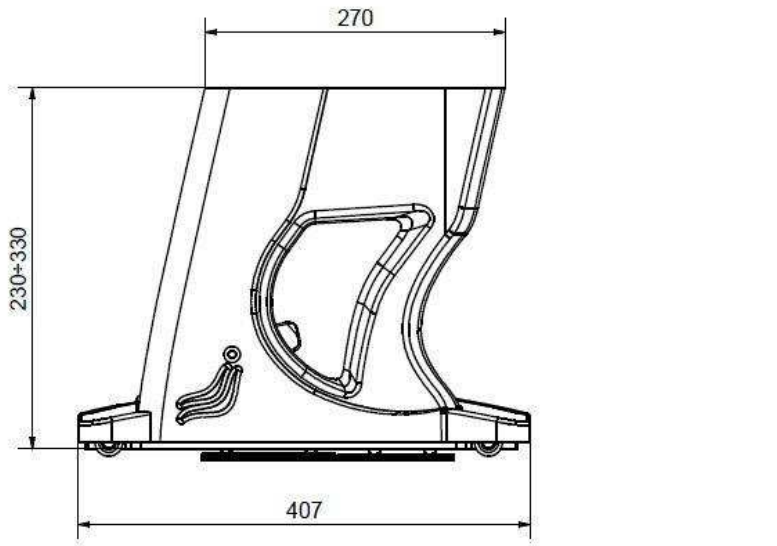


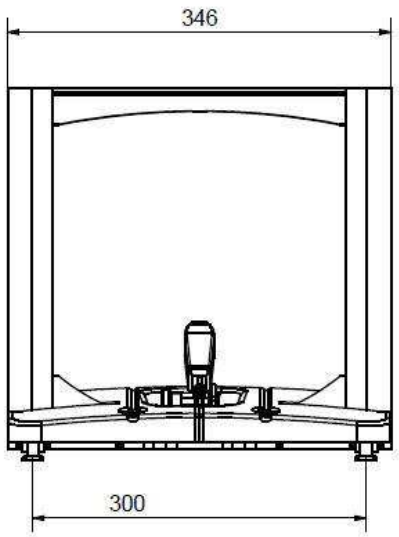


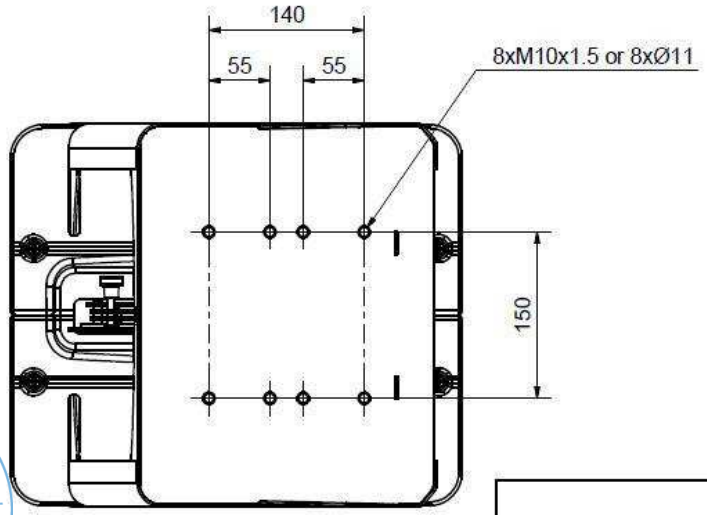


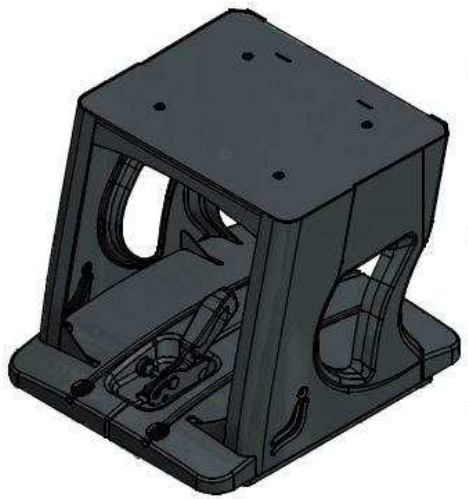


Zaprojektowany przez - data	Sprawdzony przez	Zatwierdzony przez - data	Masa
A. Kreczmer 20.12.2018	S. Chruściński	A. Szadkowski 20.12.2018	—
SLIDE 300			Materiał: —
INTAP	P1SBE04		Arkusz: 1 / 5

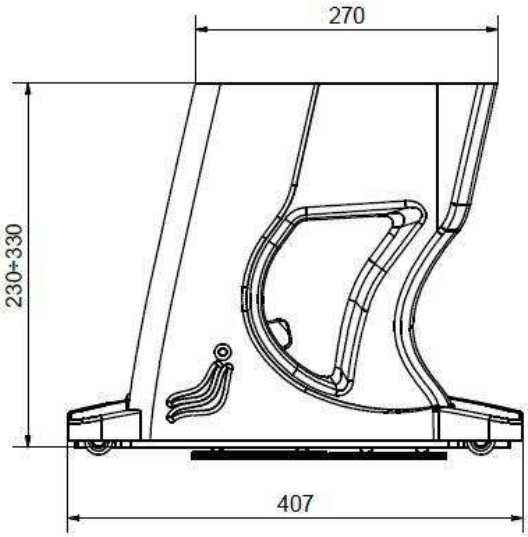


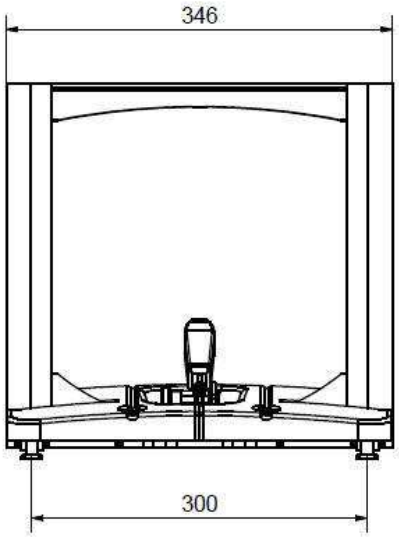


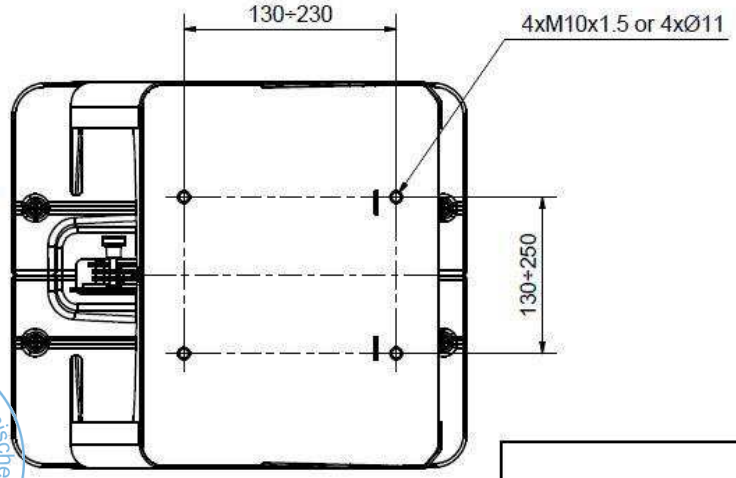




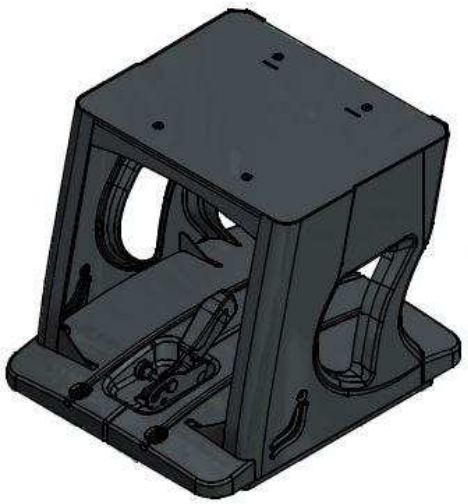
Zaprojektowany przez - data	Sprawdzony przez	Zatwierdzony przez - data	Masa
A. Kreczmer 20.12.2018	S. Chruściński	A. Szadkowski 20.12.2018	—
SLIDE 300			Materiał: —
INTAP	P1SBE04		Arkusz: 2 / 5





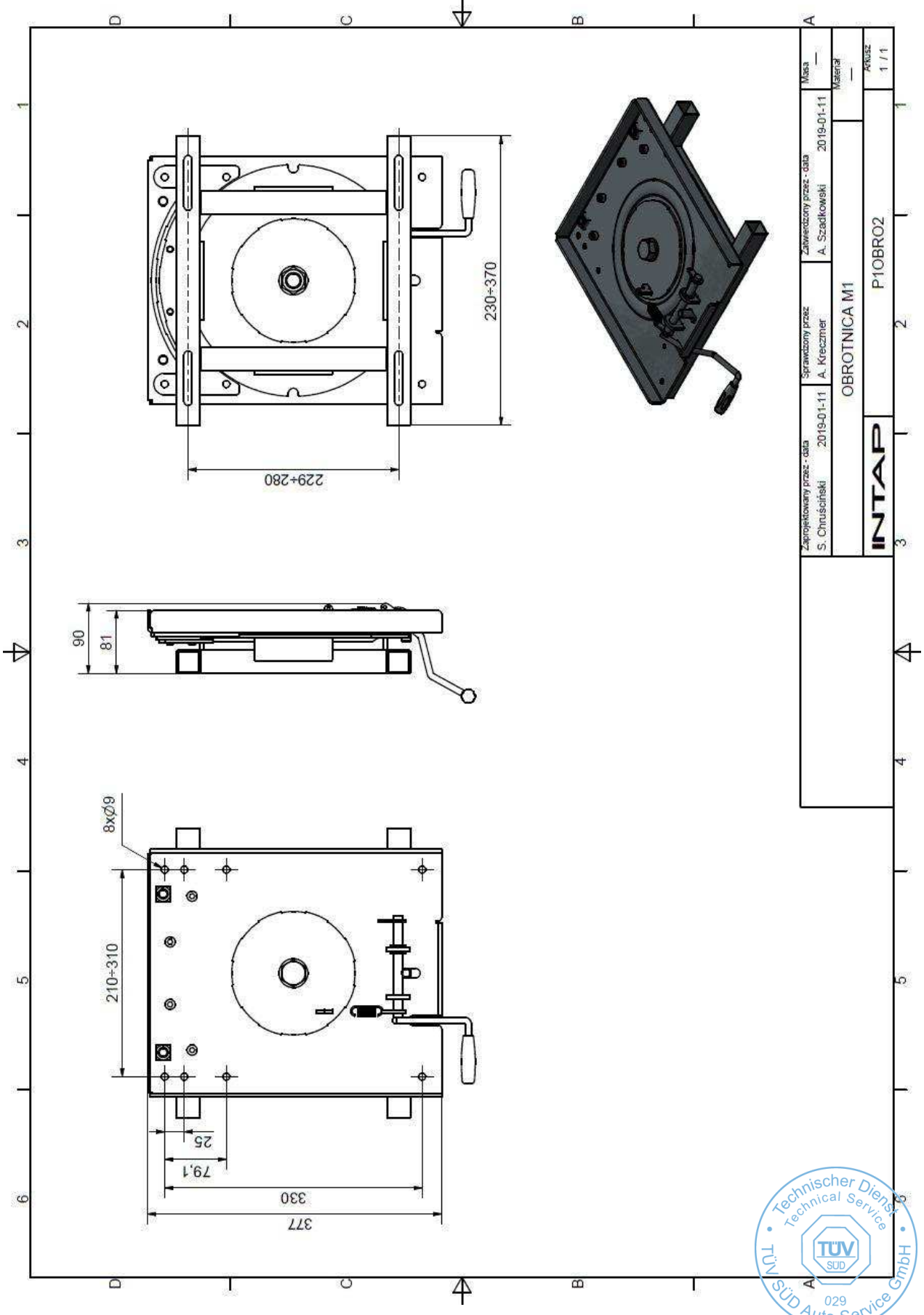


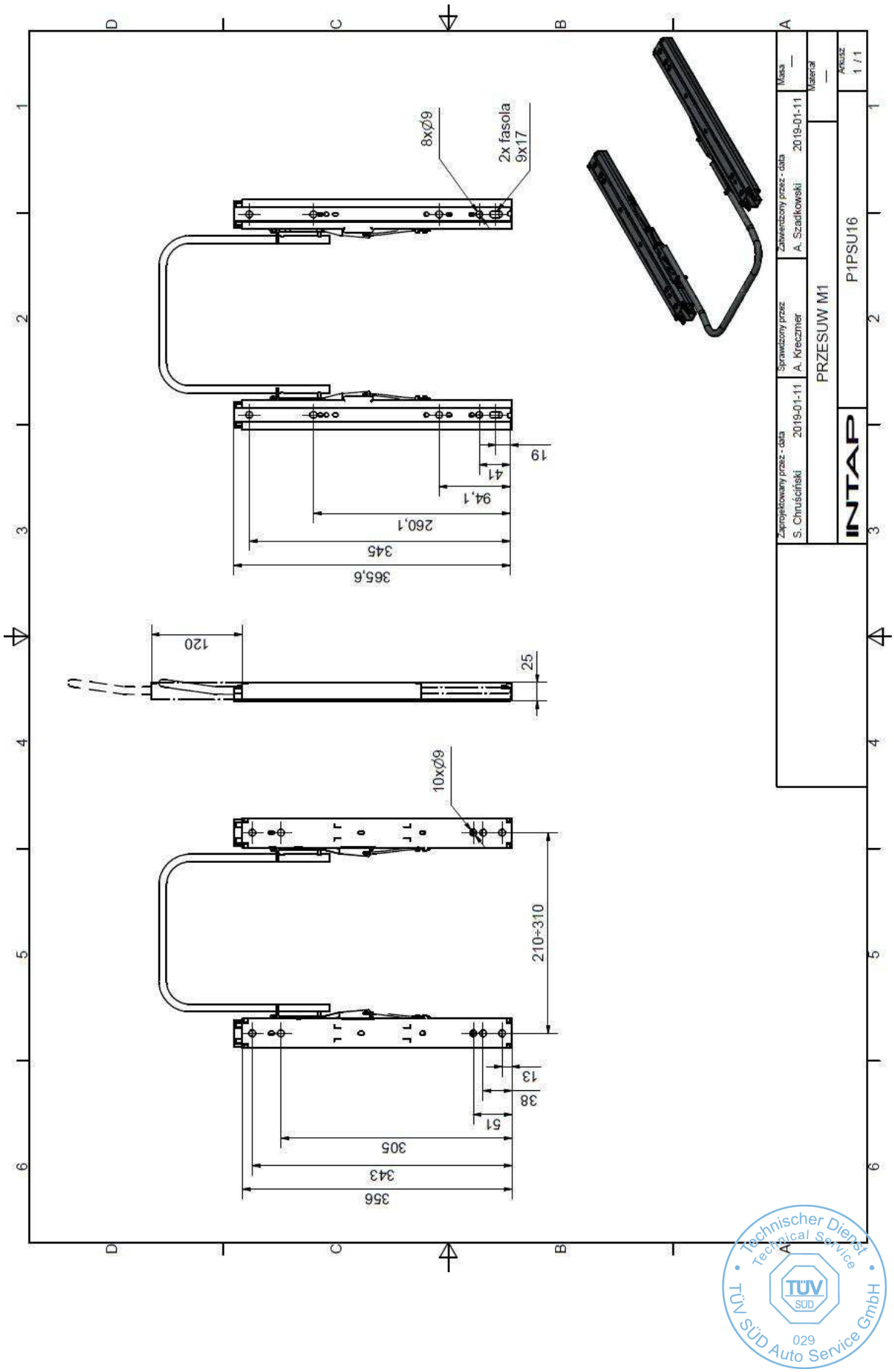
Drive direction

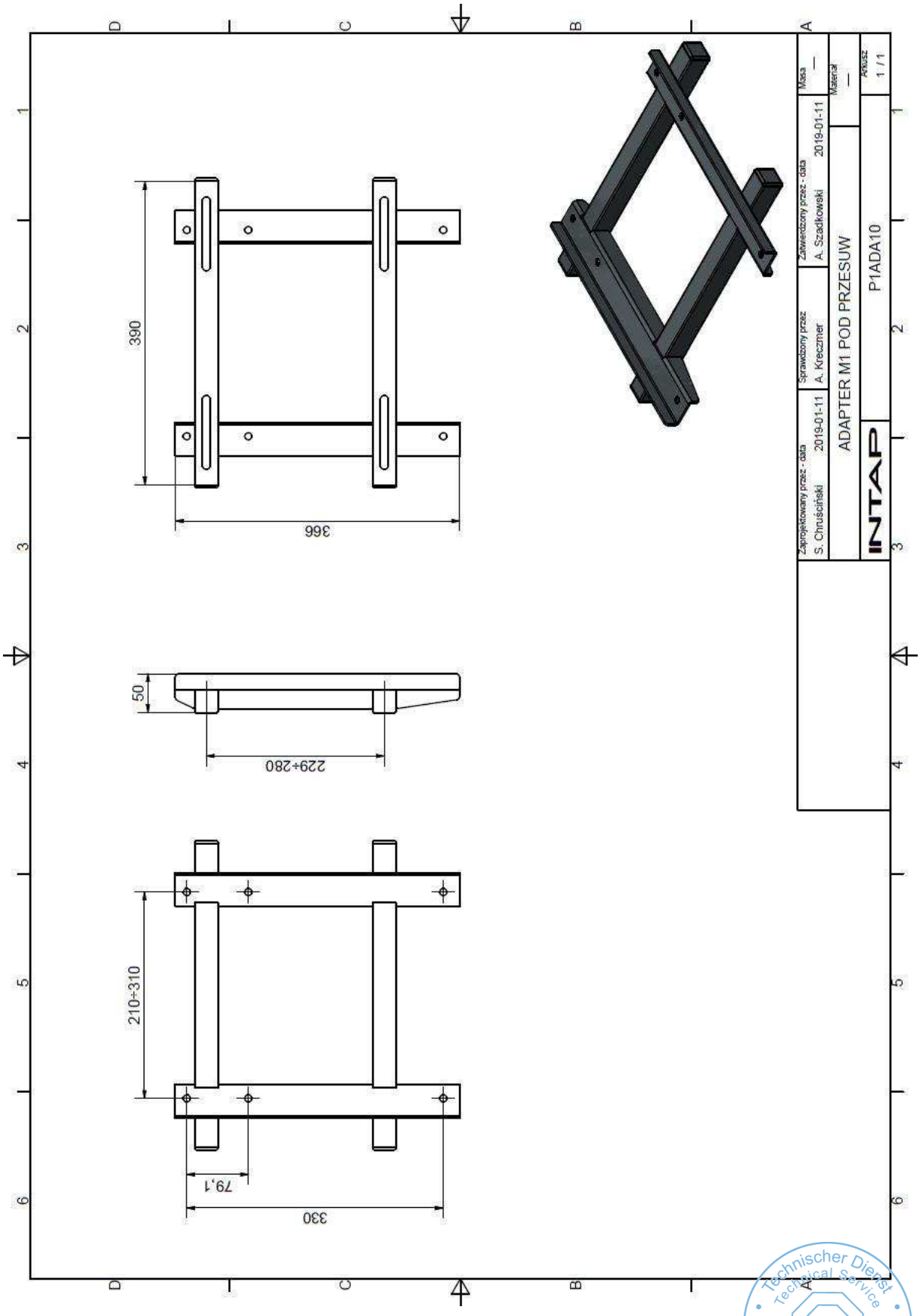


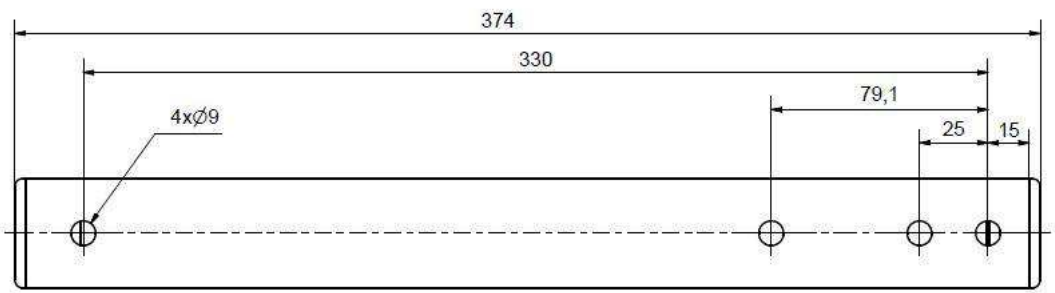
Zaprojektowany przez - data	Sprawdzony przez	Zatwierdzony przez - data	Masa
A. Kreczmer 20.12.2018	S. Chruściński	A. Szadkowski 20.12.2018	—
SLIDE 300			Materiał —
INTAP	P1SBE04		Arkusz 3 / 5

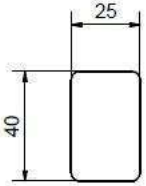
Appendix 6 – Optional components – revolving bases, sliding rails, adaptors and spacers







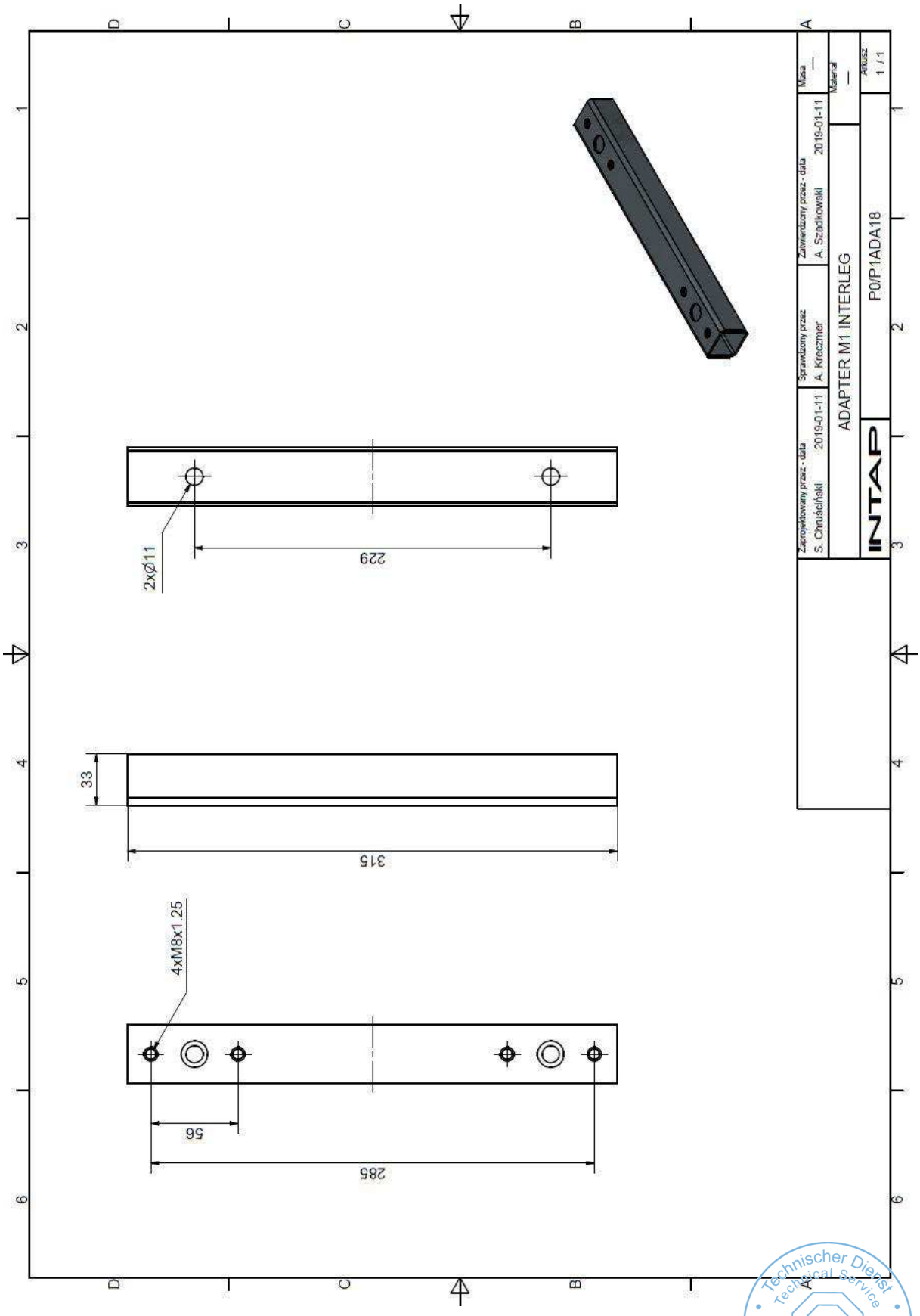




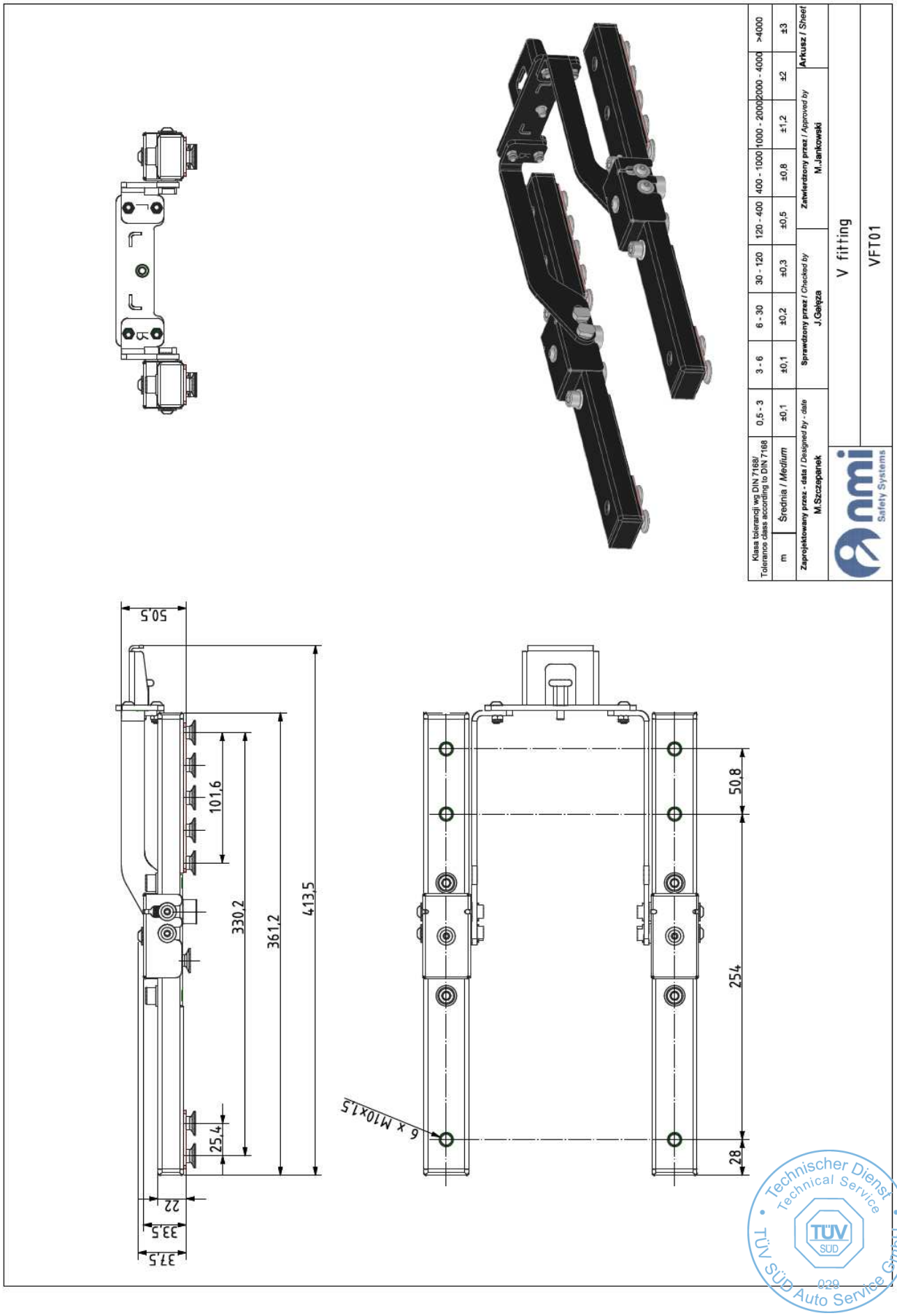
Zaprojektowany przez - data	Sprawdzony przez	Zatwierdzony przez - data	Masa
S. Chruściński 2019-01-11	A. Kreczmer	A. Szadkowski 2019-01-11	—

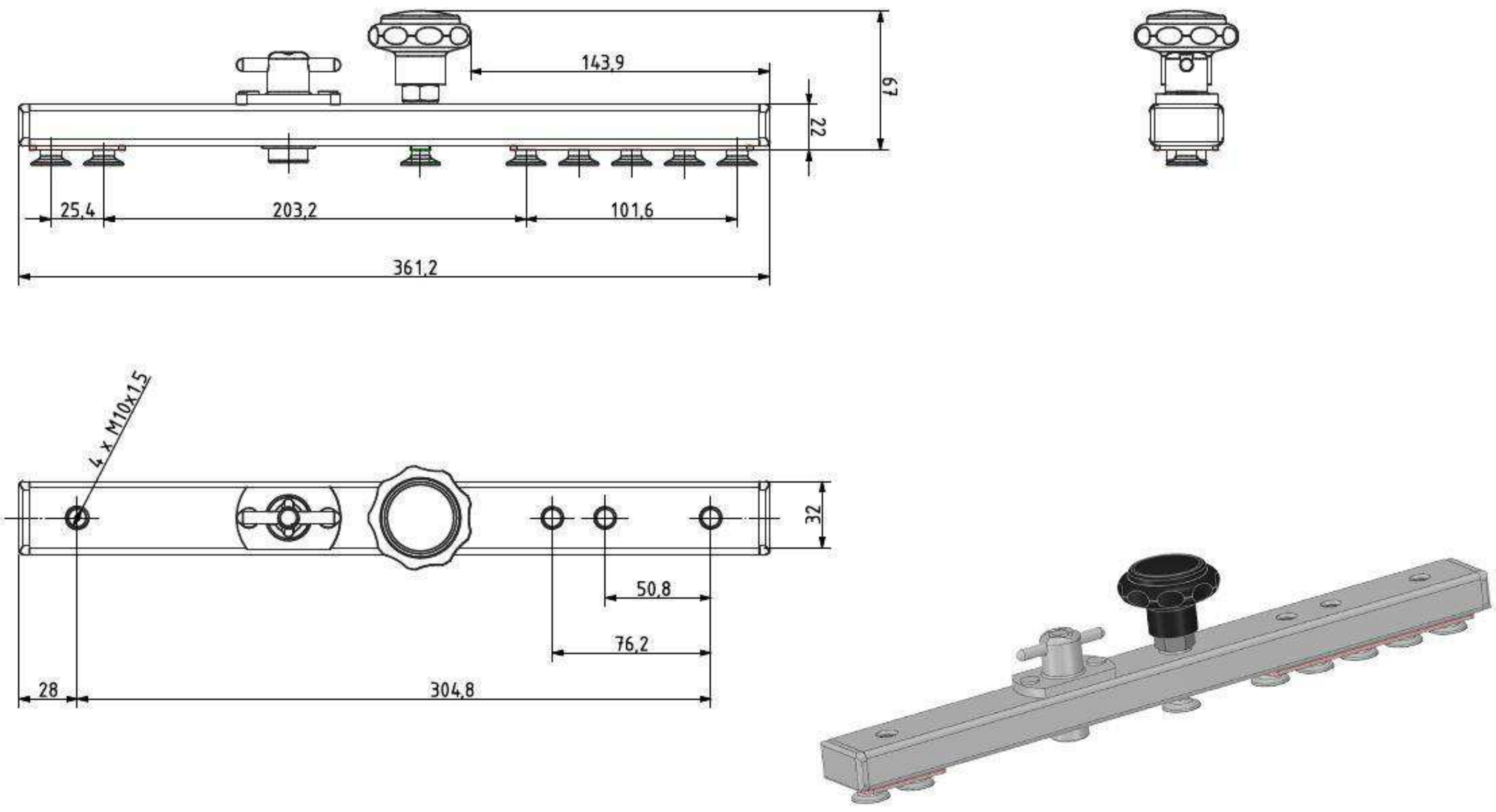
ADAPTER OBROTNICA M1 — Materiał: —

INTAP | P0ADA14 | Arkusz: 1 / 1



Appendix 7 – Quick locks, t – bolts and fixation brackets





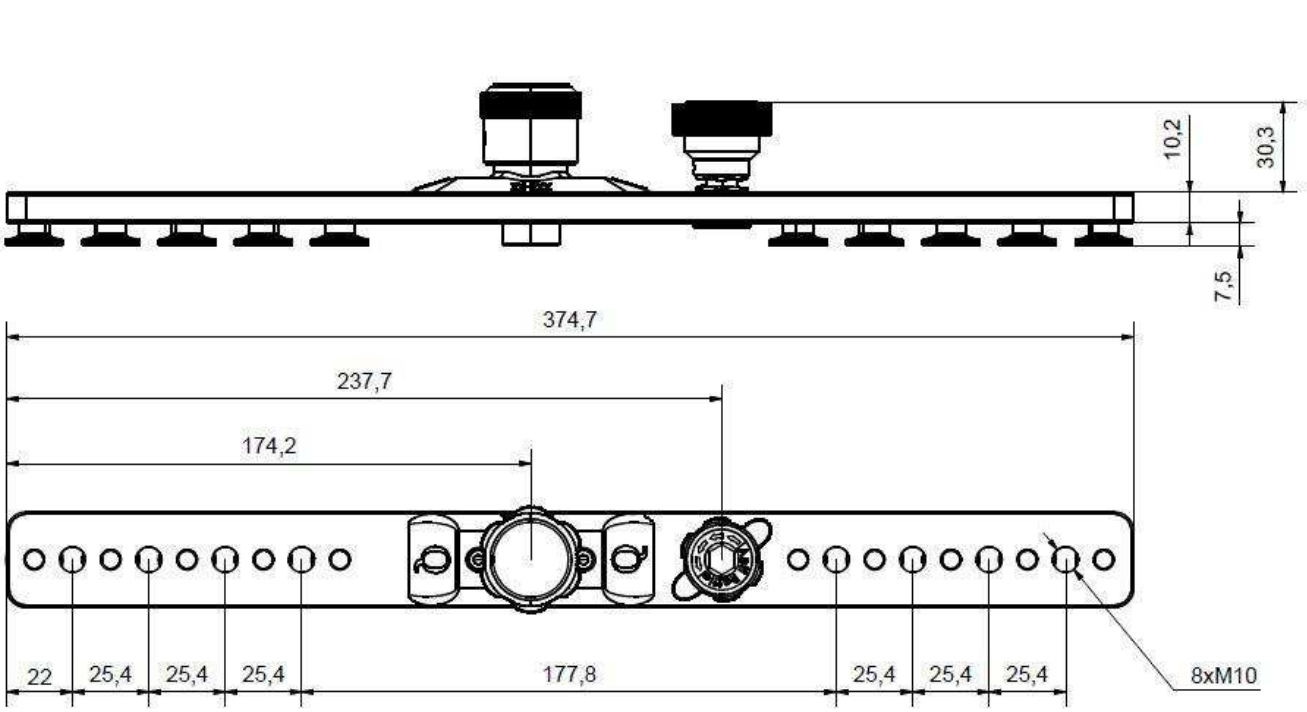
Klasa tolerancji wg DIN 7168/ Tolerance class according to DIN 7168		0,5 - 3	3 - 6	6 - 30	30 - 120	120 - 400	400 - 1000	1000 - 2000	2000 - 4000	>4000
m	Średnia / *Medium*	±0,1	±0,1	±0,2	±0,3	±0,5	±0,8	±1,2	±2	±3

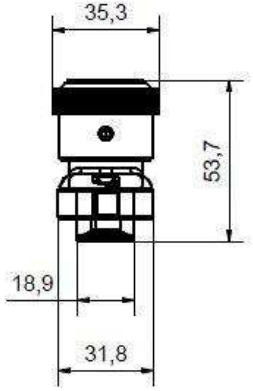
Zaprojektowany przez - data / *Designed by - date*	Sprawdzony przez / *Checked by*	Zatwierdzony przez / *Approved by*	Arkusz / *Sheet*
M.Szczepanek	J.Gałęza	M.Jankowski	

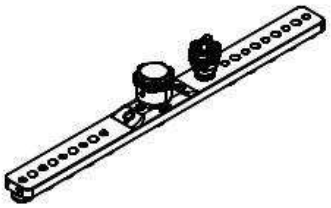
nmi Safety Systems

W fitting

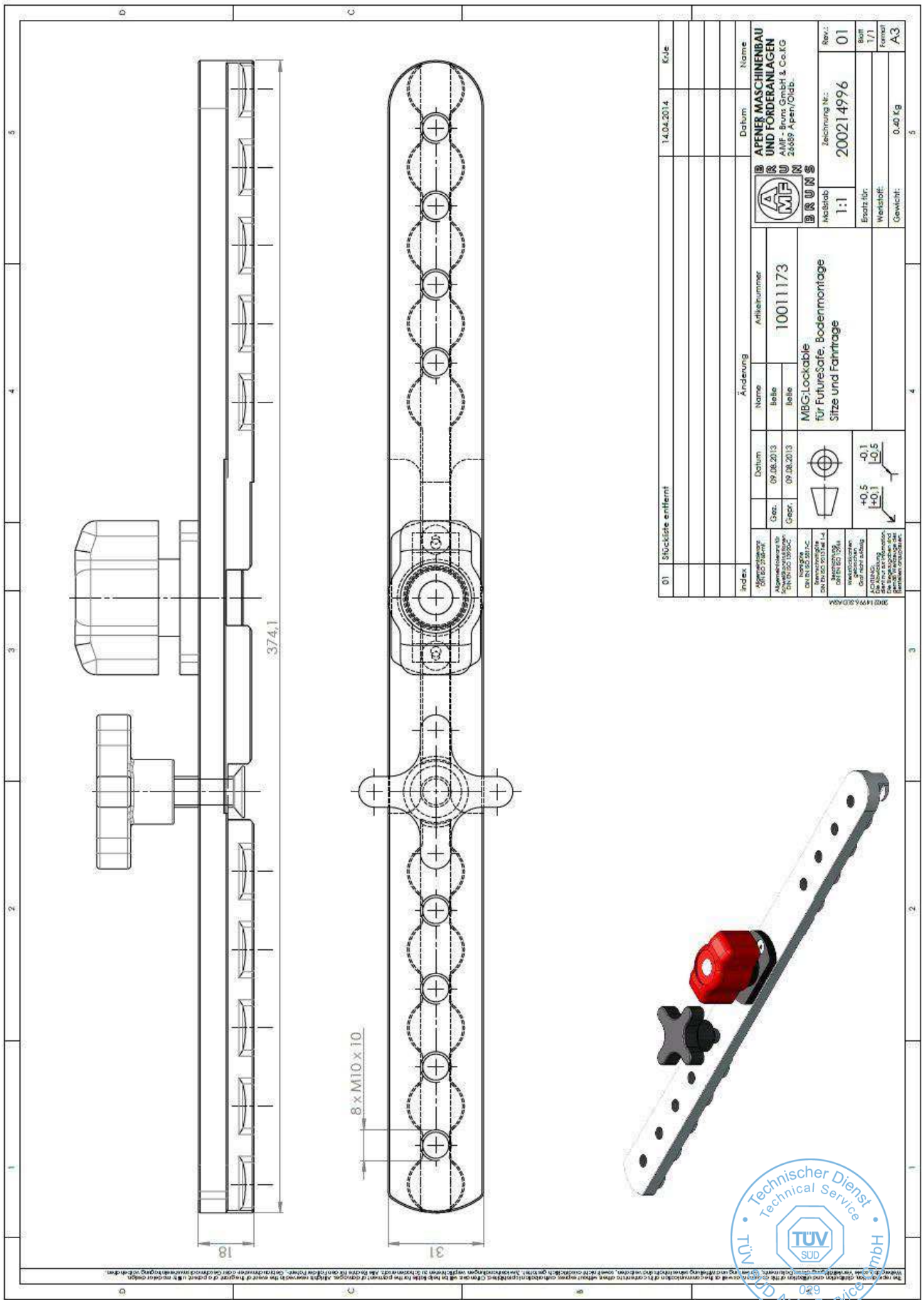
WFT01







Zaprojektowany przez - data	Sprawdzony przez	Zatwierdzony przez - data	Masa
W. Zbiciński 2014-04-03	S. Chruściński	M. Jankowski 2014-04-04	Nie dotyczy
Q'straint Lockable			Materiał: Nie dotyczy
INTAP	Q8-7535A		Arkusz: 1 / 1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18
31
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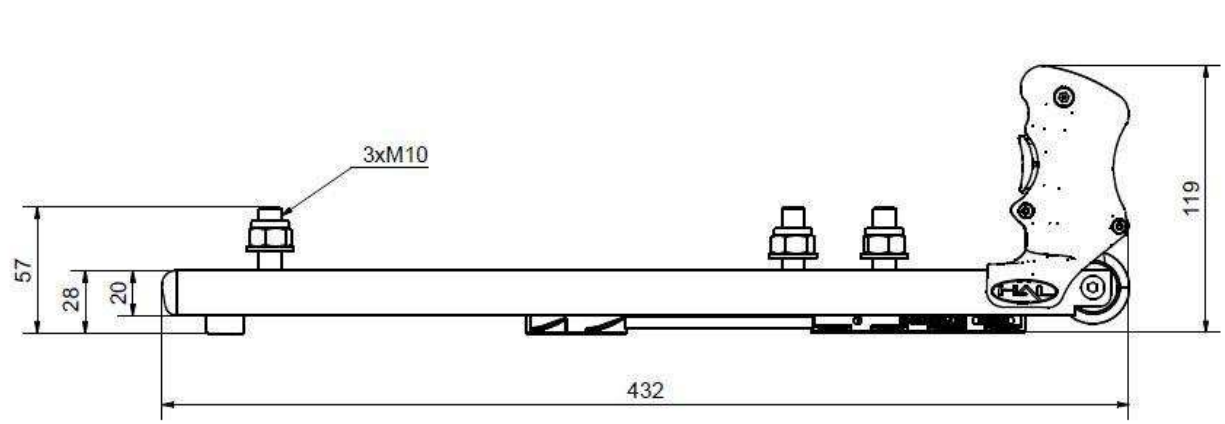
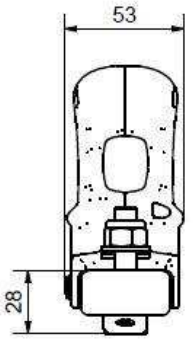
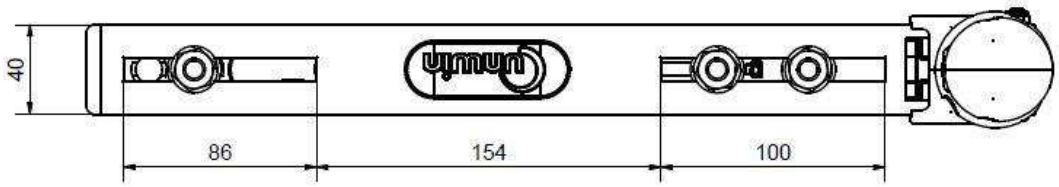
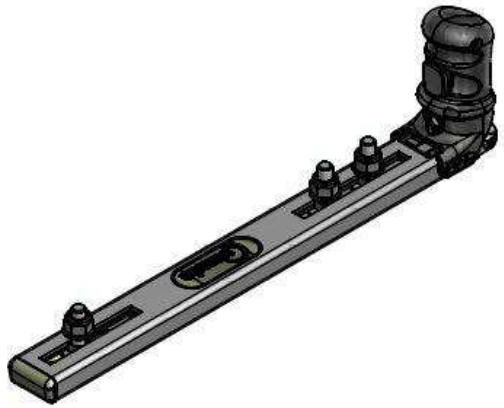
14.04.2014
Krüe
Index
Änderung
Datum
Name
Gez.
09.08.2013
Beile
Gepr.
09.08.2013
Beile
Artikelnummer
10011173
MBG;Lockable
für FutureSafe, Bodenmontage
Sitze und Fahrtrage
APENER MASCHINENBAU
UND FÖRDERANLAGEN
AMF - Bruns GmbH & Co.KG
26689 Apen/Oldb.
BRUNS
Maßstab
1:1
Zeichnung Nr.:
200214996
Rev.:
01
Blatt
1/1
Format
A3
Ersatz für:
Werkstoff:
Gewicht:
0,40 kg
Technischer Dienst
Technical Service
TÜV SÜD Auto Service GmbH
029

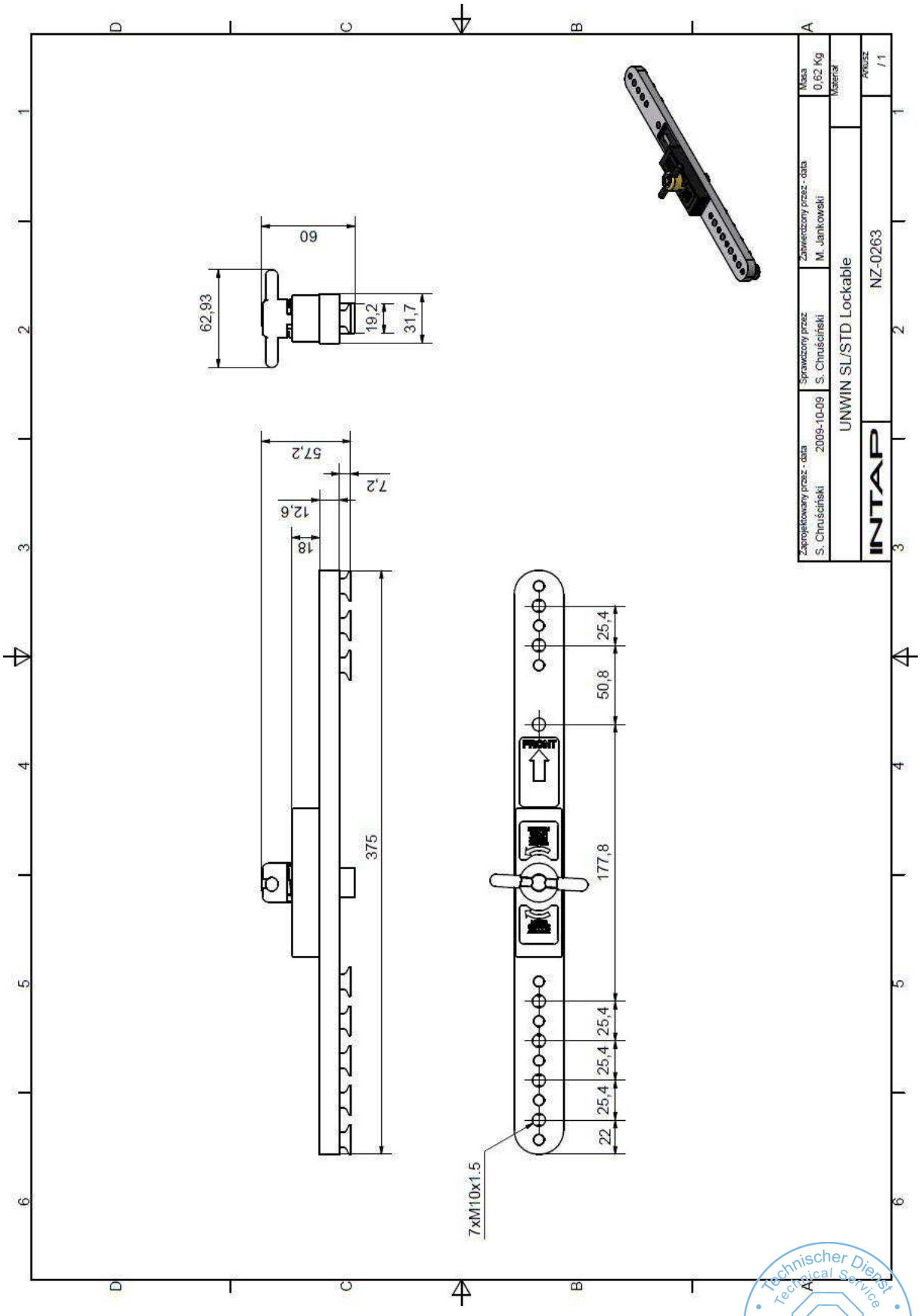


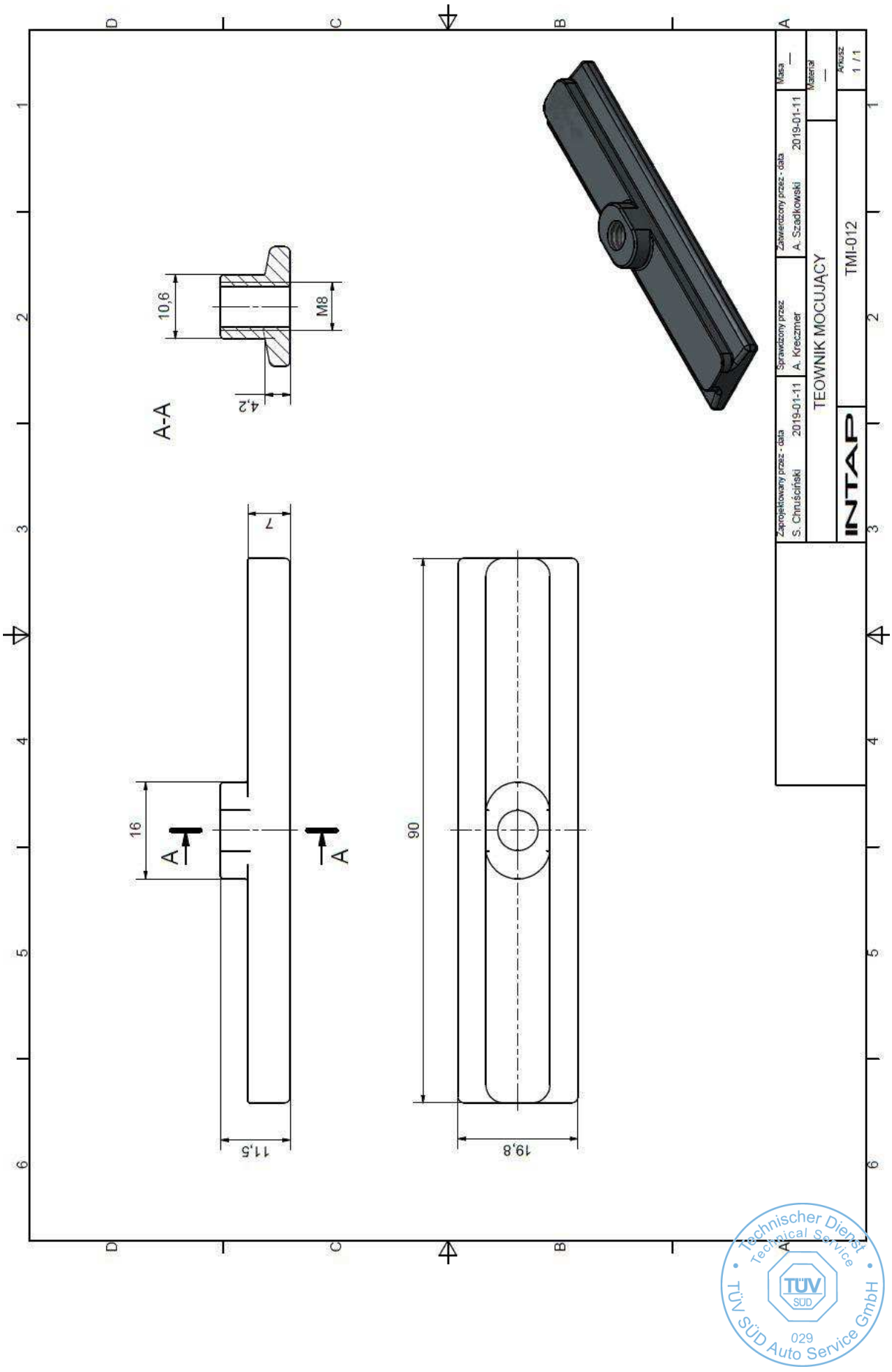


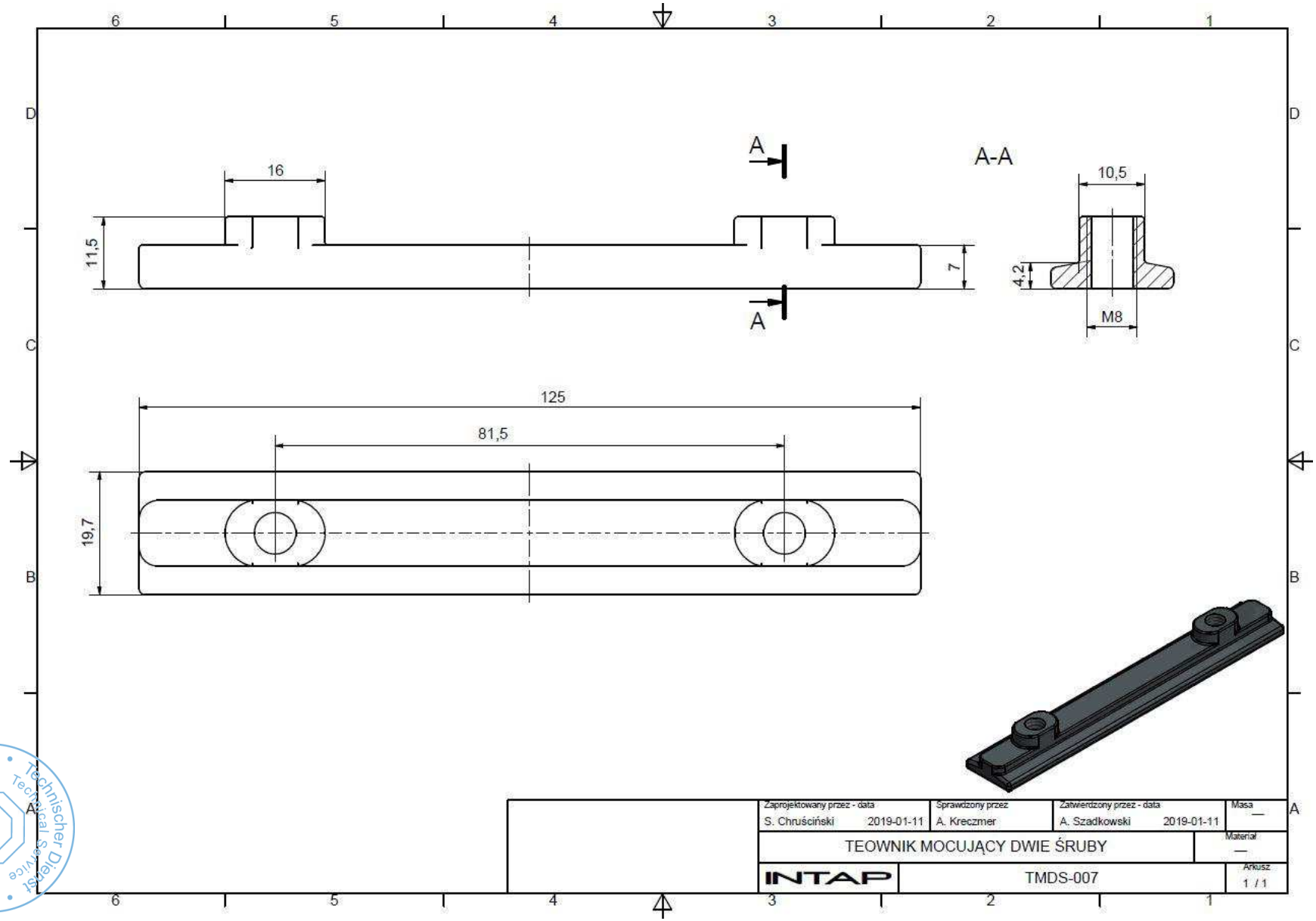


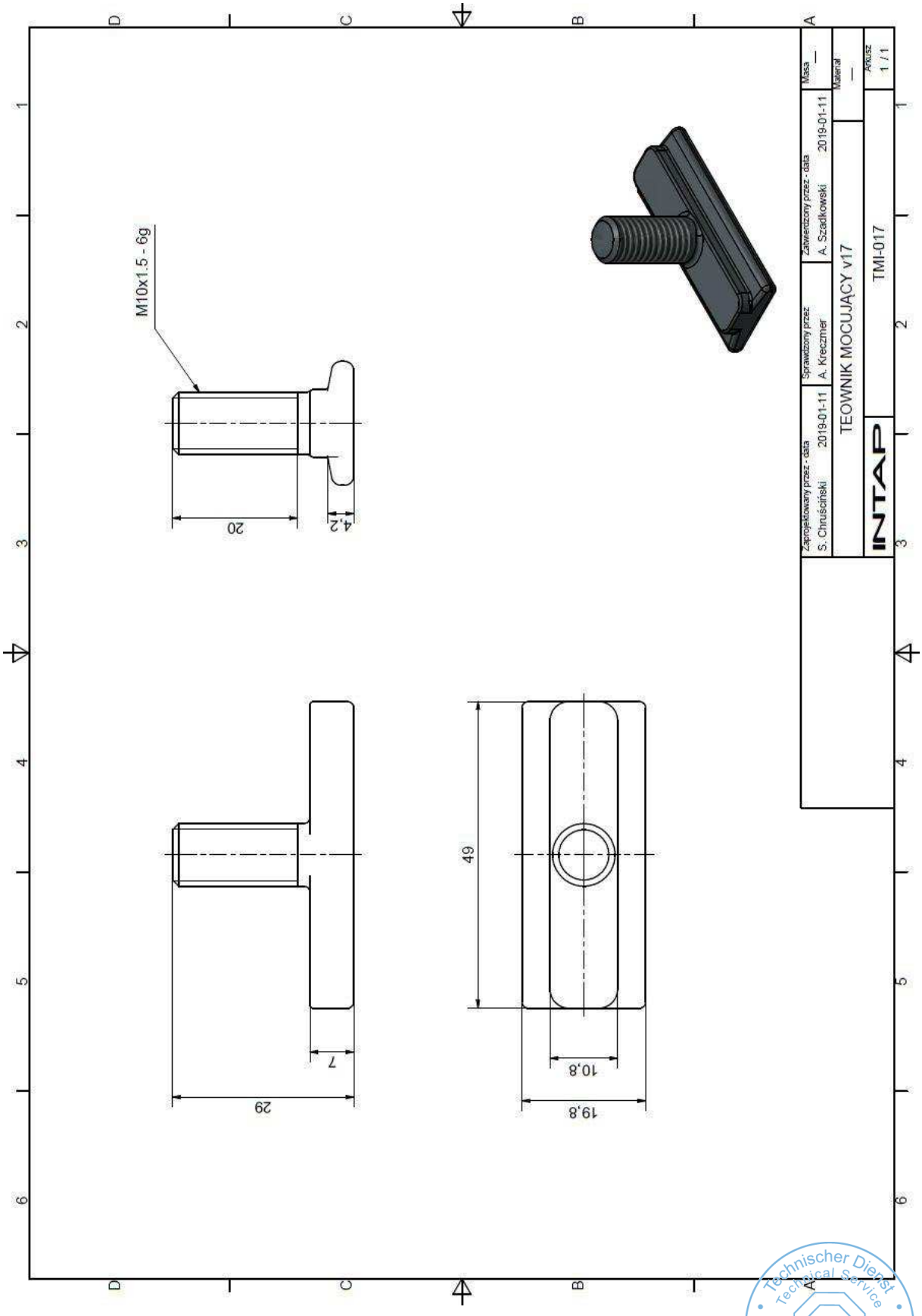


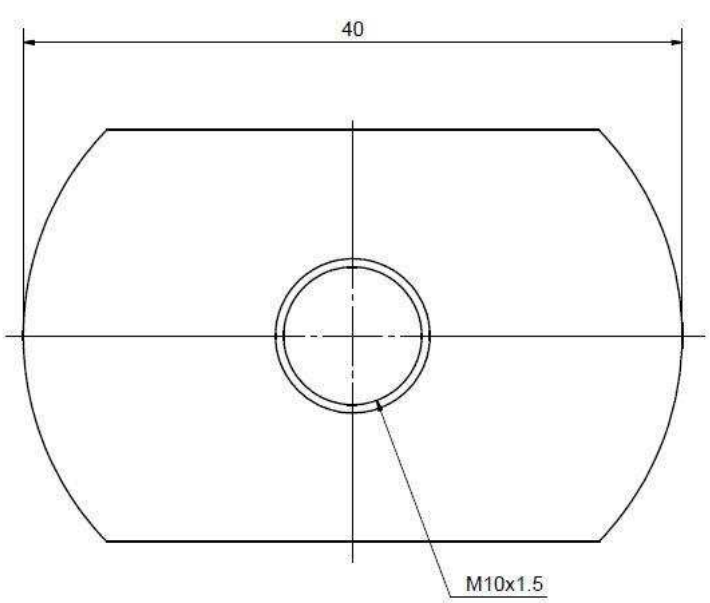
Zaprojektowany przez - data	Sprawdzony przez	Zatwierdzony przez - data		Masa
S. Chruściński 2019-01-08	A. Kreczmer	A. Szadkowski 2019-01-08		-
UNWIN Hand Actuated Lockable 3				Materiał —
INTAP	HAL3			Arkusz 1 / 1

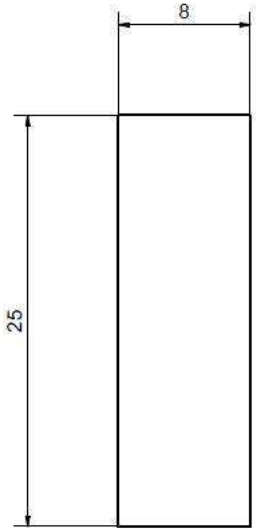




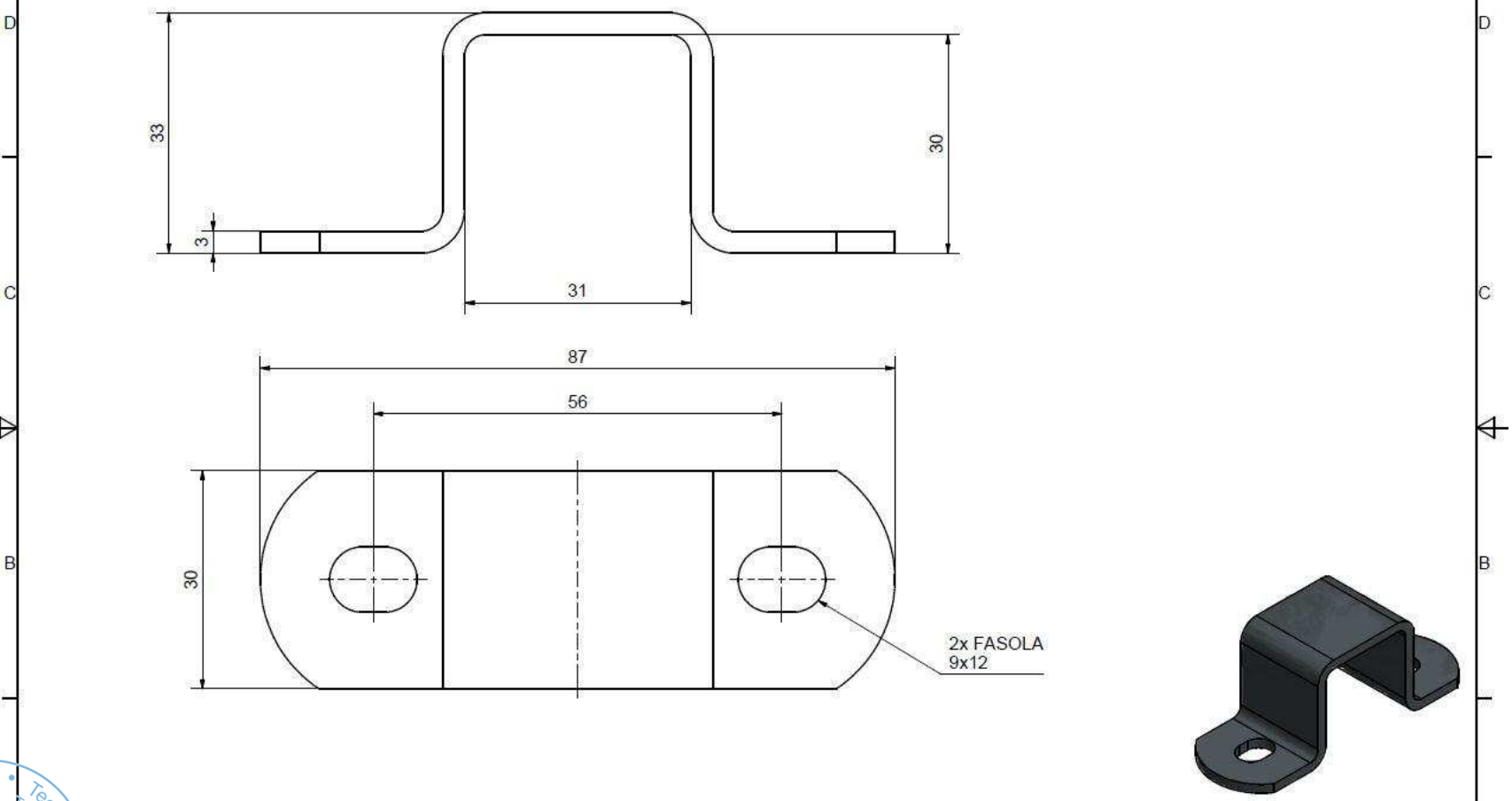




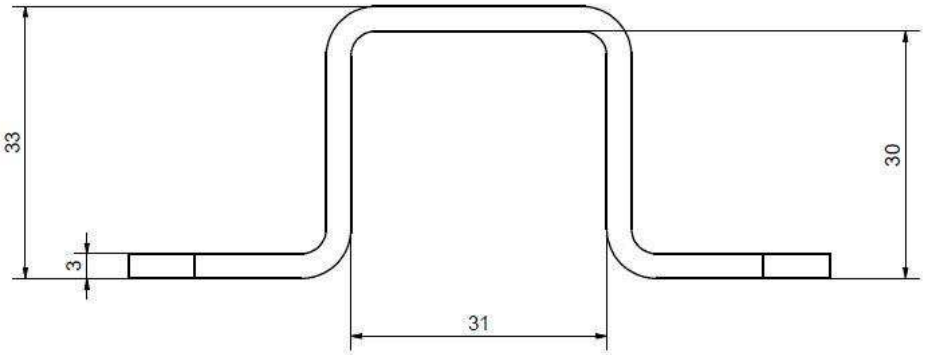


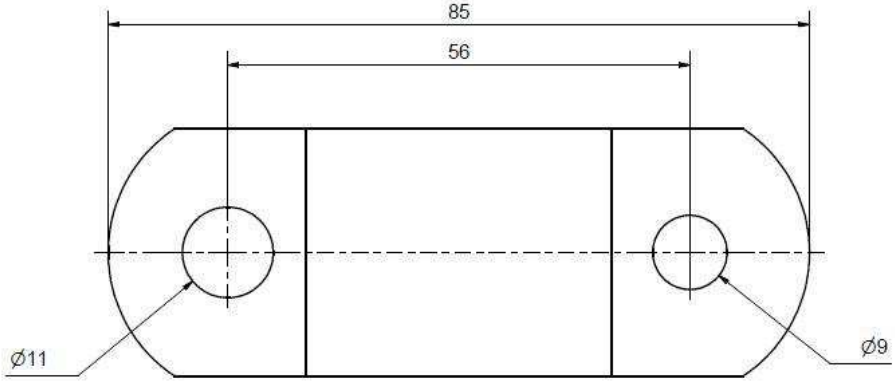


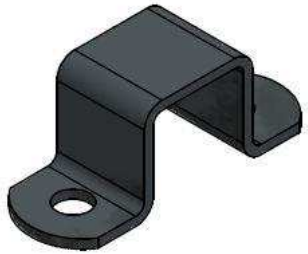
Zaprojektowany przez - data	Sprawdzony przez	Zatwierdzony przez - data	Masa
S. Chruściński 2019-01-11	A. Kreczmer	A. Szadkowski 2019-01-11	—
KOSTKA POD M1			Materiał —
INTAP	NZ-0163		Arkusz 1 / 1



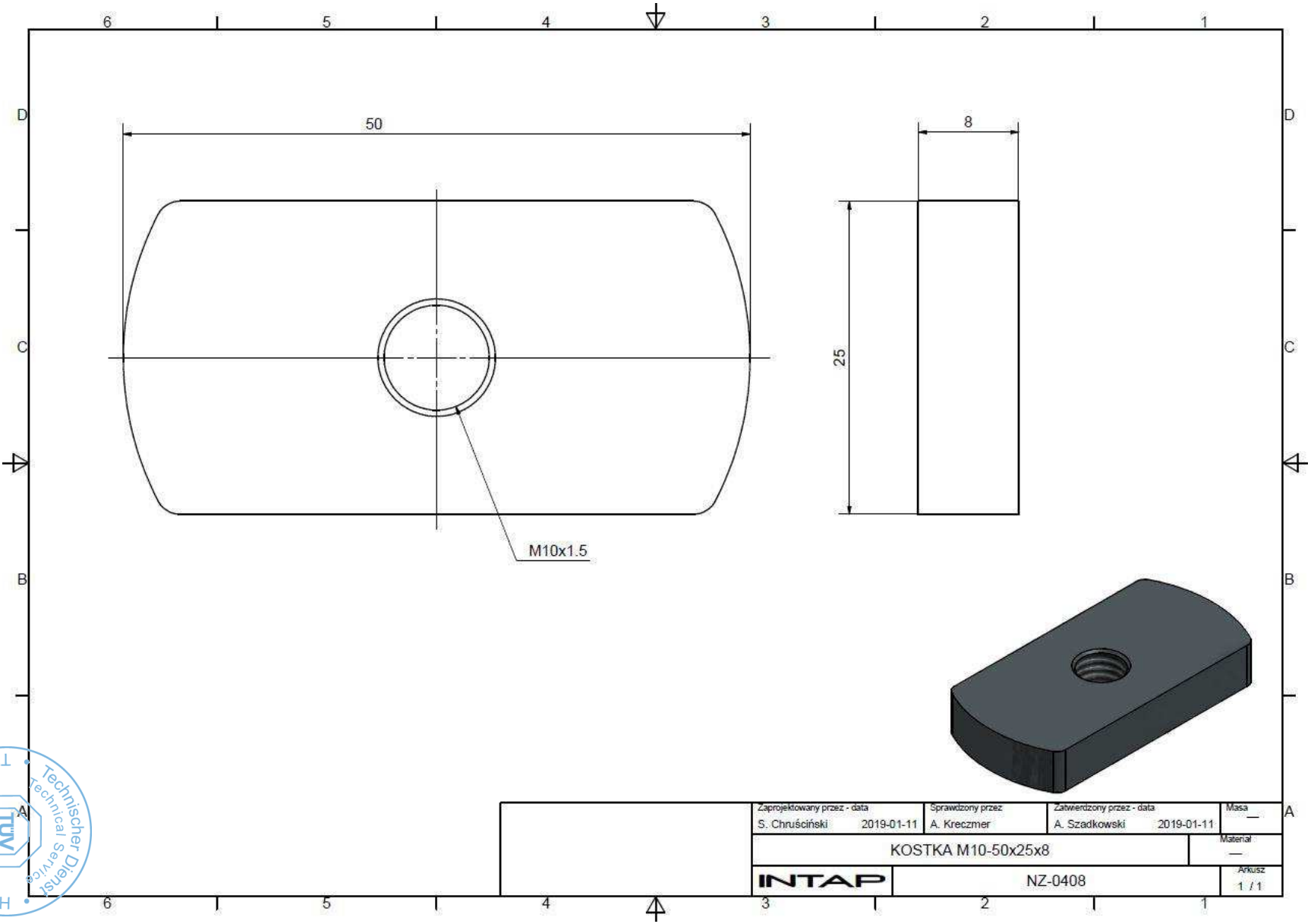
Zaprojektowany przez - data	Sprawdzony przez	Zatwierdzony przez - data	Masa
S. Chruściński 2019-01-11	A. Kreczmer	A. Szadkowski 2019-01-11	—
OMEGA 30			Materiał —
INTAP	NZ-0292		Arkusz 1 / 1







Zaprojektowany przez - data	Sprawdzony przez	Zatwierdzony przez - data	Masa
S. Chruściński 2019-01-11	A. Kreczmer	A. Szadkowski 2019-01-11	—
OMEGA 30 NOGA TŁOCZONA			Materiał —
INTAP	NZ-0391		Arkusz 1 / 1



Zaprojektowany przez - data	Sprawdzony przez	Zatwierdzony przez - data	Masa
S. Chruściński 2019-01-11	A. Kreczmer	A. Szadkowski 2019-01-11	—
KOSTKA M10-50x25x8			Materiał —
INTAP	NZ-0408		Arkusz 1 / 1