



ΚΥΠΡΙΑΚΗ ΔΗΜΟΚΡΑΤΙΑ  
ΥΠΟΥΡΓΕΙΟ ΜΕΤΑΦΟΡΩΝ,  
ΕΠΙΚΟΙΝΩΝΙΩΝ ΚΑΙ ΕΡΓΩΝ

ΤΜΗΜΑ ΟΔΙΚΩΝ ΜΕΤΑΦΟΡΩΝ  
ΛΕΥΚΩΣΙΑ 1425 - ΚΥΠΡΟΣ



**APPROVAL GRANTED**  
~~APPROVAL EXTENDED~~  
~~APPROVAL REFUSED~~  
~~APPROVAL WITHDRAWN~~  
~~PRODUCTION DEFINITELY DISCONTINUED~~

of a vehicle type with regard to the strenght of the seats and their anchorages, in the case either of seats fitted or capable of being fitted with head restraints or of seats not capable of being fitted with such devices and the characteristics of head restraints pursuant to Regulation No.17

Approval No.: E49 17R-08 0001

Extension No.:

1. Trade name or mark of the motor vehicle : CTA
2. Vehicle type : 250 FIAT/CTA
3. Manufacturer's name and address : C.T.A. Srl  
Via Groenlandia, 23  
Pomezia (RM) - I
4. If applicable, name and address of manufacturer's representative : N/A
5. Description of seats : 1<sup>st</sup> row seat: individual, adjustable, adjustable back.
6. Number of seats fitted or capable of being fitted with head restraints, adjustable or not adjustable : 1<sup>st</sup> row seat: integrated, not adjustable
7. Description of adjustment, displacement and locking systems of the seat or of its parts and a description of occupant protection system against displacement of luggage :

Test no.	Impact direction	Seat configuration	Longitudinal position of seat relative to normal driving or using position
1	Forward/ rearward	Confing. 1 (turning plate Fiat 'base girevole tempo libero')	Foremost/rear most (worst case)
2	Forward/ rearward	Confing. 2 (turning plate Aguti)	Foremost/rear most (worst case)
3	Forward/ rearward	Confing. 3 (turning plate C.T.A.)	Foremost/rear most (worst case)
4	Forward/ rearward	Confing. 4 (turning plate simulation ballast of 15 kg)	Foremost/rear most (worst case)
Seat was mounted for the tests on a representative part of vehicle			

8. Description of seat anchorage : see information folder n. 05kTCTbM
9. Longitudinal position of the seats during the tests : see point 7
10. Type of device: deceleration/acceleration

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11. Vehicle submitted for approval on : 18.11.2016
12. Technical Service responsible for conducting approval tests : ECO Certificazioni S.p.A.  
Faenza (RA) - ITALY
13. Date of report issued by that Service : 13.01.2017
14. Number of report issued by that Service : CTA-250 FIAT\_CTA-17\_08-00
15. Remarks: see Inspection Report CTA-250 FIAT\_CTA-17\_08-00
16. Approval is granted ~~refused/extended/withdrawn~~
17. Reason(s) of extension (if applicable) :
18. Position of approval mark on the vehicle :
19. Place : Nicosia, Cyprus
20. Date : 12.05.2017
21. Signature : 
- Iosif Miltiadous  
(Road Transport Officer)





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ΛΕΥΚΩΣΙΑ 1425 - ΚΥΠΡΟΣ

INDEX TO TYPE-APPROVAL



<b>ECE component type-approval number:</b>	E49 17R-08 0001	
<b>Manufacturer's name:</b>	C.T.A. Srl	
<b>Type:</b>	250FIAT/CTA	
<b>Report:</b>	CTA-250 FIAT_CTA-17_08-00	Page(s) 1 to 23
<b>Information document:</b>	05kTCTbM	Page(s) 1 to 29

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<b>Job number: 2016000242</b>	<b>Type: 250 FIAT/CTA</b>	<b>Date of issue: 13/01/2017</b>
Internal procedure applied PT14 and IST37	<b>Manufacturer: C.T.A. Srl</b>	<b>Page: 1 of 23</b>

Subject:	Seat Strenth
ECE Regulatory act:	17-08
Inspector:	Stefano Savarese
Inspection site:	Latina (LT) – I, at CELAB laboratory
Inspection date:	25/11/2016

## 0. GENERAL

- 0.1. Make (trade name of manufacturer): C.T.A.
- 0.2. Vehicle type: 250 FIAT/CTA
- Situation in relation to finishing of the vehicle: completed
- 0.3. Category of vehicle: M1, N1
- 0.4. Name and address of manufacturer:
- complete vehicle: ---
  - incomplete vehicle
  - stage 1: FCA ITALY S.p.A.  
Corso G. Agnelli, 200  
Torino (I)
  - stage 2: ---
  - completed vehicle: C.T.A. Srl  
Via Groenlandia, 23  
Pomezia (RM) - I
- 0.5. Name(s) and address(es) of assembly plant(s): C.T.A. Srl  
Via Groenlandia, 23  
Pomezia (RM) - I

## 1. INFORMATION CONCERNING THE TESTS

Type:	Variant	Version	VIN	Engine type	Engine s.n.
250 FIAT/CTA	---	---	Representative part of vehicle, without ID number	---	---

## 2. MEASURING INSTRUMENTS

Instrument	Type	Serial number	Type	Calibration expiry date
Shaker 70kN	BT800M	D1606162	BT800M	10/11/2017
Vibration system Sie	SCM202V	22162002	SCM202V	17/10/2017
ICP Accelerometer	352C68	127956	352C68	18/04/2017

<b>Job number: 2016000242</b>
Internal procedure applied PT14 and IST37

**Type: 250 FIAT/CTA**  
**Manufacturer: C.T.A. Srl**

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### 3. TEST ENVIRONMENT

Temperature: 22°C  
Humidity: 60%Rh  
Pressure: 800-1100mBar

### 4. PRELIMINARY REMARKS

The seats submitted for tests conforms to the information document no. 05kTCTbM dated 18.11.2016 provided by manufacturer.

### 5. INFORMATION RELEVANT FOR THE CONDUCT AND THE EVALUATION OF TESTS

5.1. Test results: the vehicle type has been tested according with the requirements for vehicles of category M1 and N1.

5.1.1. Test of strength of the seat anchorage and the adjustment, locking and displacement systems (according Annex 7, paragraph 1)

Test no.	Impact direction	Seat configuration	Longitudinal position of seat relative to normal driving or using position
1	Forward/ rearward	Confing. 1 (turning plate Fiat 'base girevole tempo libero')	Foremost/rearmost (worst case)
2	Forward/ rearward	Confing. 2 (turning plate Aguti)	Foremost/rearmost (worst case)
3	Forward/ rearward	Confing. 3 (turning plate C.T.A.)	Foremost/rearmost (worst case)
4	Forward/ rearward	Confing. 4 (turning plate simulation ballast of 15 kg)	Foremost/rearmost (worst case)

Seat was mounted for the tests on a representative part of vehicle

5.2. Description of seats

5.2.1. For each row of seats:  
1<sup>st</sup> row seat: individual, adjustable, adjustable back.

5.2.2. Seats, if any, which incorporate a safety belt anchorage:  
1<sup>st</sup> row seat: No

5.2.3. For each seat type of head restraints:  
1<sup>st</sup> row seat: Integrated, not adjustable

5.2.4. Description of seat anchorage: see information folder

5.2.5. Forces applied: See Annex 1

5.2.6. Results: See Annex 1

<b>Job number: 2016000242</b>
Internal procedure applied PT14 and IST37

**Type: 250 FIAT/CTA**  
**Manufacturer: C.T.A. Srl**

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## 6. REMARKS

(report remarks, irregularity, non-compliance items)

The seats were approved by Fiat with approval number E3 17RA-08 2953 EXT.06 in cat. M1 and N1 according to R17-08.

CTA installs on the seats an element called 'Pediera' that increases the seats mass.

For this reason repeating just the test at point 6.3 of R17-08 is valued appropriate. For all other tests refer to approval E3 17RA-08 2953 EXT.06.

ANCHORAGES SYSTEMS DESTINED FOR TYPE FIAT 250 DUCATO (COMMERCIAL NAME: X250 - X290):

Valid for categories of vehicle M1-N1.

The structural changes which are made on the original vehicle are only concerning the cab on it the action is taken by removing part of the rear wall and roof. This cut does not affect the structural characteristics of the cab and this can free up the passage between the cab and the rear compartment housing.

In comparison with the original vehicle, the two seating systems on the 1st row change each other for the installation of a swivel plate between the seat and the basket. Both systems have swivel plate with brand CTA, this can be of two different types causing a changement in the position of the "H" point, height of +43 mm or +58 mm, or plate with brand FIAT or AGUTI, or possibly even any plate of anchorage up to a maximum weight of 15 kg (ballast). The seats can be connected to a footboard whose function is to make the front seats into "relaxing seats". Once the vehicle is stationary, and the seats are rotated towards the inner space of the vehicle (dinette), the footboard can be pulled out by using a remote control, so that the passenger can relax his or her feet.

The footboard can only be used when the vehicle is stationary and the engine is off (the footboard doesn't work if the vehicle is moving or the engine is on).

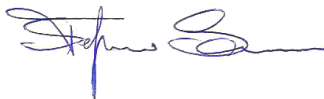
## 7. CONCLUSION

On the basis of checks carried out and of what stated in the information folder provided by the manufacturer, it is hereby certified that the vehicle referred to in pt. 1. meets the requirements of UNECE Reg. 17-08.

13/01/2016

Date of issue

Stefano Savarese  
Inspector



Francesco Medici  
Technical Responsible

