

TEST REPORT



Concerning the external projections of a separate technical unit (luggage rack, ~~ski rack, radio-receiving or transmitting aerial~~) in accordance with the ~~Council Directive 74/483/EEC as last amended by the Commission Directive 2007/15/EC~~ and ECE Regulation number 26 Amendment 03.

Test report number : **RDW-26R-0058477**

0.1. Make : BuzzRack

0.2. Type : Buzzwing 2, Buzzwing 3

0.4. Type of separate technical unit : Luggage rack

0.5. Name and address of the manufacturer : KING RACK COMPANY LTD
N° 152, Shunfan rd, Dajia district
437
TAICHUNG CITY
TAIWAN

General : The external projections of the separate technical unit comply with the requirements laid down in the above-mentioned Directive and Regulation.

Tests : The separate technical unit has been checked according the requirements laid down in the above-mentioned Directive and Regulation.
See page 2 to 4.

Conclusion : The type of separate technical unit complies comply with the requirements and there are no objections to granting the approval under the above-mentioned Directive and Regulation.

Tests conducted on : 03-04-2017 / 17-05-2017

By : B. van Amersfoort

Lelystad, 1st August 2017,
B. van Amersfoort



B. J. van Amersfoort



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List of attached diagrams

Subject	Diagram number
N/A	

Reason for testing

New STU type.

Used test equipment

Item	Identification number (make and type)	Calibration papers available
Sphere 165mm	Mod 15	yes/ not checked
Radius gauge 2,5 mm	RDM 02	yes/ not checked
Torque wrench	MGS 75	yes/ not checked
Torque wrench	MGS 27	yes/ not checked
Force meter	HKM 01	yes/ not checked

Remarks

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General information

Make and type of the vehicle	Buzzrack Buzzwing 2, Buzzwing 3
Vehicle category	Luggage rack
Test conducted by	B. van Amersfoort
Place	Lelystad
Date	03-04-2017 / 17-05-2017

Check of the external projections

(Parts are located above the floor line and below a height of more than 2 m when the vehicle is in laden condition)

General specifications

- 5.3. The 'external surface' of the vehicle shall not exhibit, directed outwards, any part likely to catch on pedestrians, cyclists or motor cyclists : pass/~~fail~~

Particular specifications

6.16. *Luggage racks and ski racks*

- 6.16.1. Luggage racks and ski racks shall be so attached to the vehicle that positive locking exists in at least one direction : pass/~~fail~~
and that horizontal, longitudinal and transverse forces can be transmitted.
The horizontal, longitudinal and transverse locking shall be able to bear at least a vertical load equal to the capacity of the rack as specified by its manufacturer : pass/~~fail~~

For the test of the luggage rack or ski rack fixed to the vehicle according to the manufacturer's instructions, the test loads shall not be applied at one point only : pass/~~fail~~

Load bearing capacity as specified by the manufacturer
- Buzzwing 2 : 40 kg
- Buzzwing 3 : 60 kg

- 6.16.2. Surfaces which, after installation of the rack, can be contacted by a sphere of 165 mm diameter shall not have parts with a radius of curvature less than 2,5 mm: : pass/~~fail~~

(The provisions of paragraph 6.3. (grilles and caps) may also be applied)

- 6.16.3. Projection height of fastening elements such as bolts that are tightened or loosened without tools : < 40 mm
(Maximum allowed projection height: 40 mm beyond the surfaces referred to in 6.16.2.) pass/fail



6.18. *Assembly instructions*

Luggage racks, ski racks and radio receiving or transmitting
aerials that have been approved as separate technical units may
not be offered for sale, sold or purchased unless accompanied by
assembly instructions : pass/~~fail~~

The assembly instructions shall contain sufficient information to enable
the approved components to be mounted on the vehicle in a manner
that complies with the relevant provisions of paragraphs 5 and 6 : pass/~~fail~~

Remarks: 6.16.1. The load bearing capacity is proved in worst case setting.

Two items were tested:

1.

A horizontal force was applied to the luggage rack, at an angle of 90° to the normal
direction of traffic. This force was applied at a distance of 0.56 m from the centre of the
coupling ball. The coupling did not rotate around the ball until a force of 1440 N was
exceeded. With regards to horizontal rotation a maximum torque 806 Nm is acceptable.
These luggage racks requires the following torque:

Buzzwing 2: 400 N (40 kg load) * 0.296 m (centre of gravity) = 119 Nm

Buzzwing 3: 600 N (60 kg load) * 0.442 m (centre of gravity) = 262 Nm

2.

A static load of 85 kg was loaded onto the centre of gravity of the luggage racks (see
above). This did not cause any plastic deformation and/or breakage.



ANNEX 1: pictures

