

**Protokol číslo: 14/200**  
**Test report No:**

**Žadatel:** GP-RACE EUROPE S.L. Cal Xurlo, 10 - 17459 Campllong - Girona - Spain  
*Applicant:*

**Výrobce:** GP-RACE EUROPE S.L. Cal Xurlo, 10 - 17459 Campllong - Girona - Spain  
*Producer:*

**Předmět zkoušky:** Zkoušky sportovní sedačky podle standardu FIA 8855/99  
*Subject of tests:* Tests of the competition seat according to FIA Standard 8855/99

**Číslo homologace/Approval No:** CS.301.14


**TYP/Type:** Pro Circuit


**Vzorky předány na zkušebnu/ Submitted for testing:** 8. 10. 2014  
October 8, 2014

**Výsledek (\*):** Zkoušená sportovní sedačka vyhovuje požadavkům Standardu FIA 8855/99.  
*Conclusion:* The tested competition seat meets requirements of the FIA Standard 8855/99.

**Datum vydání:** Praha, 17. 10. 2014  
*Issue date:* Prague, October 17, 2014

**Číslo výtisku/Copy No.:** 1 **Počet výtisků/Number of copies:** 2

**Vypracoval:**  Marek Sopr  
*Prepared by:* zkušební technik  
test engineer

**Ověřil :**  Ing. Petr Šedivý  
*Authorized by:* vedoucí zkušebny pasivní bezpečnosti  
Head of the Passive Safety Department

**Protokol obsahuje:** 5 stran  
*This document contains:* 5 pages

**DEKRA Automobil a.s.**  
zaps. u Měst. soudu v Praze odd. B, vl. 1967  
149 00 Praha 4, Tůrkova 1001  
IČO: 49240188 DIČ: CZ49240188  
(22)

(\* ) Výsledky zkoušek uvedené v tomto protokolu se týkají jen zkoušeného vzorku.  
*Test results are only available for the material submitted to tests.*  
Bez písemného souhlasu zkušebny se nesmí tento protokol reprodukovat jinak než celý.  
*This document may only be reproduced in the form of a full photographic facsimile.*

V české verzi je text autentický.  
*The czech version is the authentic text.*

**Adresa:** DEKRA Automobil a.s., Tůrkova 1001, 149 00 Praha 4, Czech Republic  
*Address:*

**Adresa zkušebny:** DEKRA Automobil a.s., Kličany 108, 250 69 Vodochody, Czech Republic  
*Address of test laboratory:*

**tel.:** 00420 2 84 00 12 30  
**fax:** 00420 2 84 89 02 06

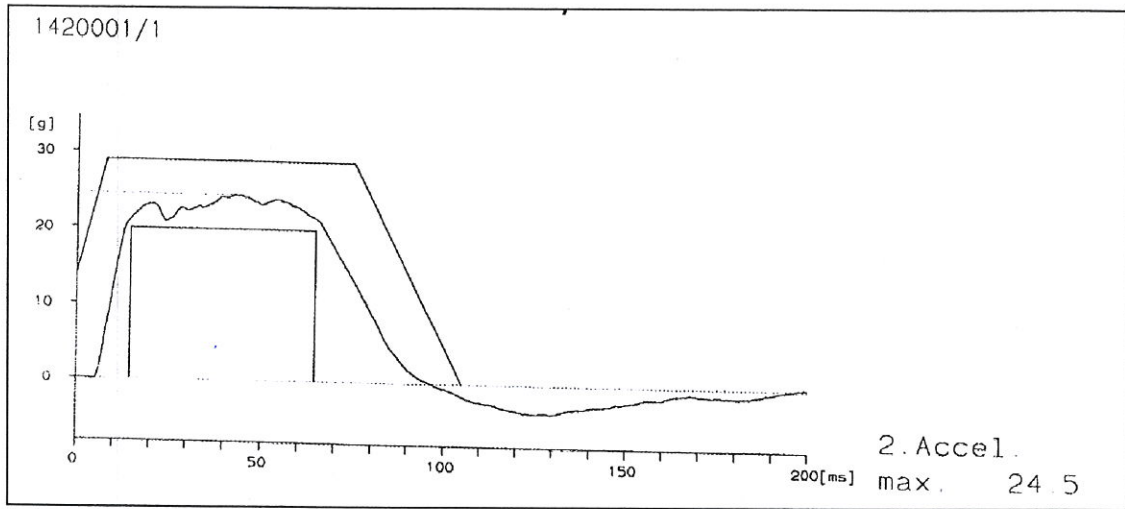
**E-Mail:** petr.sedivy@dekra-automobil.cz

**1. WEIGHT OF THE SEAT**

Weight of the bare seat shell including the inserts by the approval **W = 10 700 g**  
 Weight of the bare seat shell including the inserts during testing **W = 10 000 g**

**2. REARWARD IMPACT**

a) Impact recording graph (acceleration recorded in relation to time)



The above curve corresponds:  to the dynamic test on the seat  to the calibration of the catapult

If the calibration curve is given, indicate the total mass of the sled (including ballast, dummy, ....)

at calibration \_\_\_\_\_ kg in the test on the seat \_\_\_\_\_ kg

b) Test result

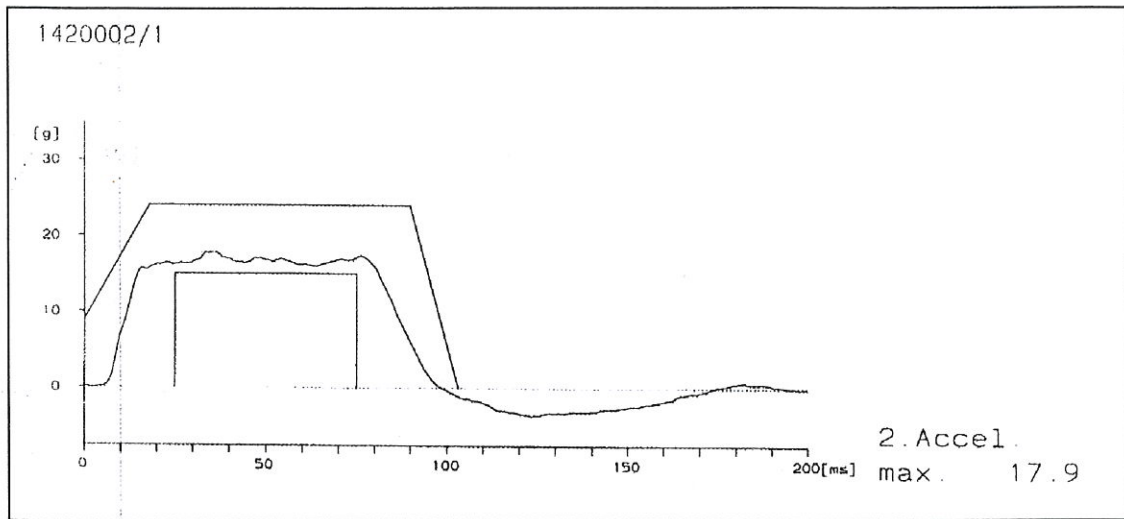
**Required deceleration**  $\geq 20$  g  
**Max. deceleration** 24,5 g  
**Duration** 54,1 ms  
**Duration since start to stop** 89,8 ms

*THIS TEST OF THE SEAT IS FOUND TO COMPLY WITH THE FIA STANDARD 8855-1999*



3. SIDE IMPACT

a) Impact recording graph (acceleration recorded in relation to time)



The above curve corresponds:    to the dynamic test on the seat        to the calibration of the catapult   

If the calibration curve is given, indicate the total mass of the sled (including ballast, dummy, ....)

at calibration \_\_\_\_\_ kg                      in the test on the seat \_\_\_\_\_ kg

b) Test result

<b>Required deceleration</b>	<b>≥15 g</b>
<b>Max. deceleration</b>	<b>17,9 g</b>
<b>Duration</b>	<b>66,4 ms</b>
<b>Duration since start to stop</b>	<b>92,4</b>

*THIS TEST OF THE SEAT IS FOUND TO COMPLY WITH THE FIA STANDARD 8855-1999*

