

APPENDIX 1

HYUNDAI I800 CONVERSION - INSPECTION REPORTS

IDENTIFIED ISSUES

28/11/2018

Insufficient headroom when sitting on fold up seats

Straps to secure wheelchair were left attached to the vehicle and were a trip hazard

The grab handles were positioned so that a passenger could not put their hand through them

The wheelchair ramp was secured at the rear of the seats in the luggage area by two flimsy straps

Heater controls sited in the roof lining in a position where a customer could bang their head

The ramp did not lock into place when in position to load a customer in a wheelchair

The plastic security screen had sharp edges and there was no bulkhead protection in place

The edges of the steps were painted yellow instead of having a plastic strip

There was no price made available for the completed vehicle

The vehicle did not have M1 EU Whole Vehicle Type Approval

21/01/2019

Still insufficient headroom when sitting on the fold up seats

Removed and quick release fittings put in place

Repositioned so they were useable

Additional support put in place to secure the ramp


Heater controls removed but replaced by a patch held in place in the roof lining with screws. The screwheads were uncovered and posed a risk to passengers who could catch their head on them
Two nuts and bolts fitted to the ramp and two holes drilled into through the floor of the vehicle

Edging placed around the screen and bulkhead fitted.

No change

No price available

No EU Whole Vehicle Type Approval



15/02/2019

Seats had been lowered to improve headroom but in turn would make egress from the seats more difficult for persons with mobility issues

Screwheads had been covered by caps but the overall finish of the patch was very poor

No price available

No EU Whole Vehicle Type Approval

Inspection at Eastcroft depot 26/02/2019

poor build quality around the holes with sharp edges, screw head caps missing, the heater unit being refitted poorly and the use of grub screws.

The frame for restraining the wheelchair ramp is held in place using wood screws which have been poorly fitted and one of the screws protrudes through the floor underneath the vehicle and could cause injury to anyone testing or working on the vehicle.

The bulkhead has been bolted through the floor pan but is not secured to the chassis/cross member of the vehicle and although a plate has been used to secure the nut, in the event of an accident could give way on impact.

The step is held in place using 10mm grub screws which is not sufficient to hold the weight of a passenger. It does not have a device to lock it into place and could tear the sill and cause injury to a passenger.

The fixing of the ramp is of poor standard, 10mm bolts have been used to locate/secure the ramp to the vehicle. These bolts have not been load tested and locking devices are missing.

The 10mm nuts are loose and may work free

The holes drilled into the floor for the ramp have broken the floor integrity. The road is visible from the vehicle and water can ingress into the passenger compartment

The bolts for the bulkhead are too long and have started to push through into the outer shell of the roof of the vehicle. It is not possible to identify what if anything these bolts are secured to. The scree is of poor standard with sharp edges, some protected with a black rubber seal but there are areas that aren't.

MOT at Eastcroft depot 22/01/2020 - FAILED

Two of the rear seat mounting bolts did not have locking devices

Top sign was poorly fitted and didn't follow the contours of the roof, subsequently leaving a large gap. Light was visible and this could result in water ingress.

Front nearside seat belt did not retract and was partially held by the bulkhead.

MOT retest 22/01/2020

Seat mount bolts have now been fitted with locking devices however the strengthening plate was missing.

Top sign reworked and now flush to the roof

Front nearside seat and seatbelt removed.

Eastcroft depot 23/01/2020

Strengthening plate refitted

