



REMPLOY HEALTHCARE

STOWAWAY WHEELCHAIR USER GUIDE & INFORMATION

STOWAWAY 05 21 ATTENDANT PROPELLED VERSIONS
STOWAWAY 05 41 OCCUPANT PROPELLED Q.D. WHEEL VERSIONS



© March 2005

March 2005 Revision B

USER GUIDE AND INFORMATION STOWAWAY WHEELCHAIR

THIS INFORMATION IS APPLICABLE TO STOWAWAY WHEELCHAIRS
IT SHOULD BE READ BY BOTH OCCUPANTS AND CARERS WITH ALL OTHER
INFORMATION SUPPLIED BEFORE ANYONE ATTEMPTS TO USE THE CHAIR

THE PURPOSE OF A WHEELCHAIR IS TO PROVIDE FUNCTIONAL MOBILITY FOR
PEOPLE WHO CANNOT, OR FIND IT DIFFICULT TO WALK.

Thankyou for choosing a Remploy STOWAWAY Wheelchair.
The STOWAWAY is one of the many quality products produced by Remploy.

It will give you many years of trouble free use if used according to instructions provided
This range of chairs is designed to fold and store compactly for maximum convenience of
the occasional user, and the attendant carer. We hope that you will find the chair suitable
for your needs.

The STOWAWAY range covers a choice of options, covering attendant transit models with
small rear wheels, to occupant propelled models with detachable wheels. This choice of
final specification allows the STOWAWAY to be built to meet the needs of different types
of user.

The User Guide is in two parts, each containing essential information which must be read
before attempting to use the wheelchair.

This first part of the User Guide has been designed to answer any questions users may
have about the STOWAWAY FEATURES.

The second part contains GENERAL GUIDANCE & SAFETY INFORMATION with lots of
practical advice.

Users requiring more detailed advice about using the wheelchair should contact their
Approved Distributor who has full service information manual and facilities.

For more information about the STOWAWAY or other Remploy products, please contact
our Remploy Customer Services Dept.

All addresses are given in detail at the end of the User Guide.

SECTION : 2 GENERAL USER GUIDE & INFORMATION

SECTION INDEX

Particular information on STOWAWAY Wheelchairs

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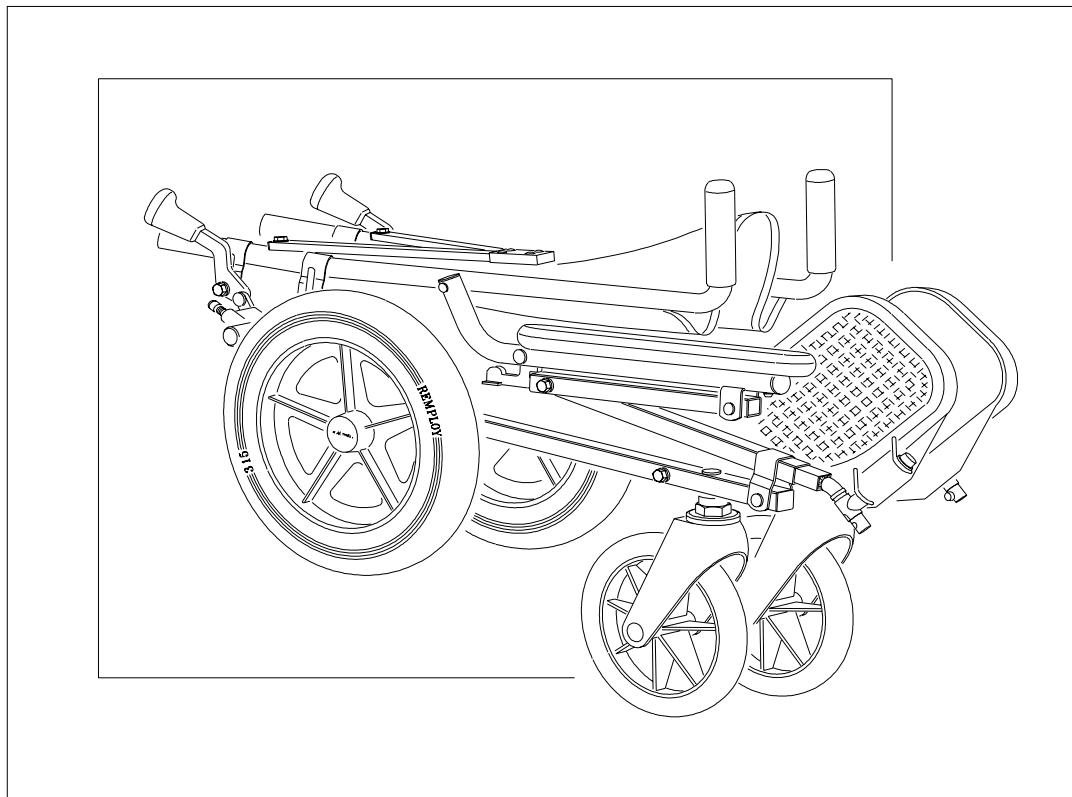
2. 3.1. INTRODUCTION & OPENING THE PRODUCT PACKAGE

For protection during transit your STOWAWAY wheelchair is packed in a cardboard carton, together with User Guidance Information.

Each wheelchair has its own specific identification code, which is on a label at the back of the chair. This code should also be noted on the Wheelchair Service Record included in the information package supplied with the product.

Take care that all information supplied is kept in a safe place for your future reference, with the Service Record available for the Approved Distributor to endorse at the recommended service interval.

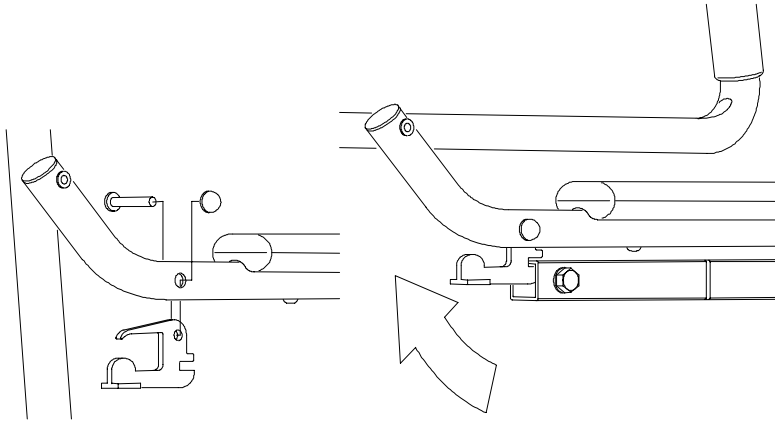
Other cautionary information labels secured to the wheelchair are reminders for the user, not to be removed without reference to the Approved Distributor. Users are responsible for ensuring that the product is used safely and correctly. Packaging should be disposed of carefully and safely after initial period of use.



STOWAWAY WHEELCHAIR - FOLDED

2.3.2 PREPARING THE WHEELCHAIR FOR USE :

The Stowaway wheelchair folds into a compact easy to stow size for transit and storage.



Although opening the pushchair is simple, care must be taken to ensure that the chair is properly erected before it is used. When folded, the chair is secured by two latches below and to the rear of the arm rest tubes. After these have been released, the chair can be opened by lifting up the push handles.

When first using the STOWAWAY, users may find the folding action a little stiff.

This is normal, the unique frame design controls the rate of opening, with pivots swivelling together as the chair unfolds.

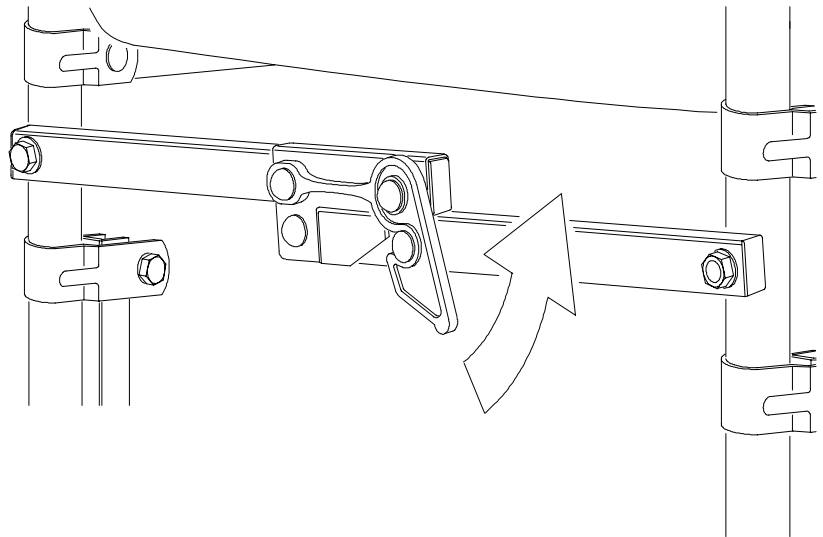
Once practiced, this folding and unfolding operation becomes easy.

The opened chair will not be fully rigid, and ready for occupation until the two braces at the front and rear of the seat have been locked open.

The front brace, under the front of the seat, must be pulled up until it locks.

The rear brace, at the back of the seat, must be pushed down until it locks.

Occasional lubrication of the pivot joints improves the ease of the folding operation.

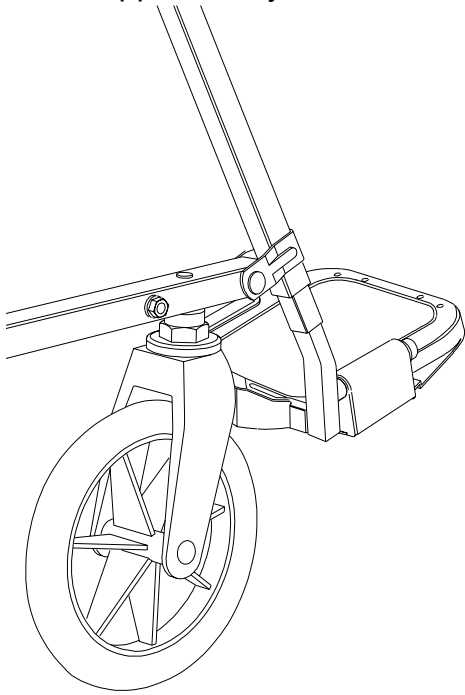


NOTE: You will find it easier to fold the chair if the front brace is lowered and the rear brace is raised as far as possible. The handles should then be pushed in a down and forward motion rather than pushing the arms together.

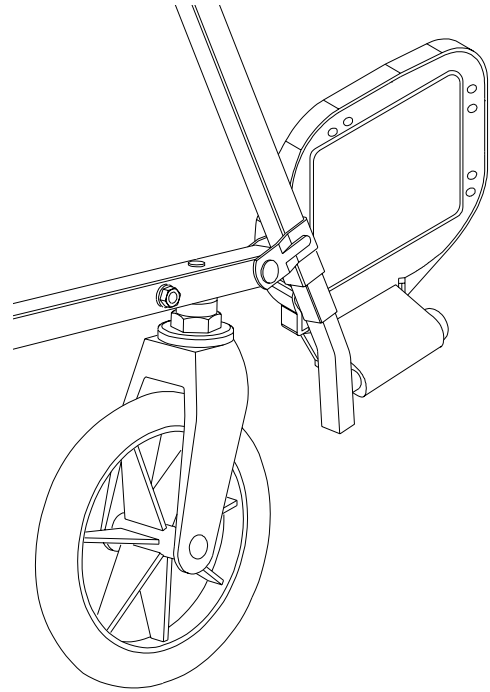
2.3.3 FOOTRESTS :

When the chair is fully open, push the footrests down. Both the height and the angle of footrests on the STOWAWAY are adjustable.

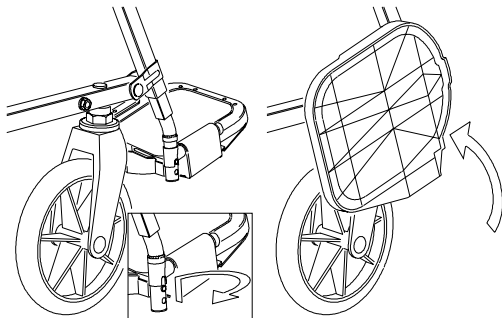
The heel angle is controlled by a jacking screw at the base of the stem, this should allow the footrests to be set slightly up in the centre so that when the weight of the occupant foot is applied, they are level.



Footrest Engaged, ready for use.



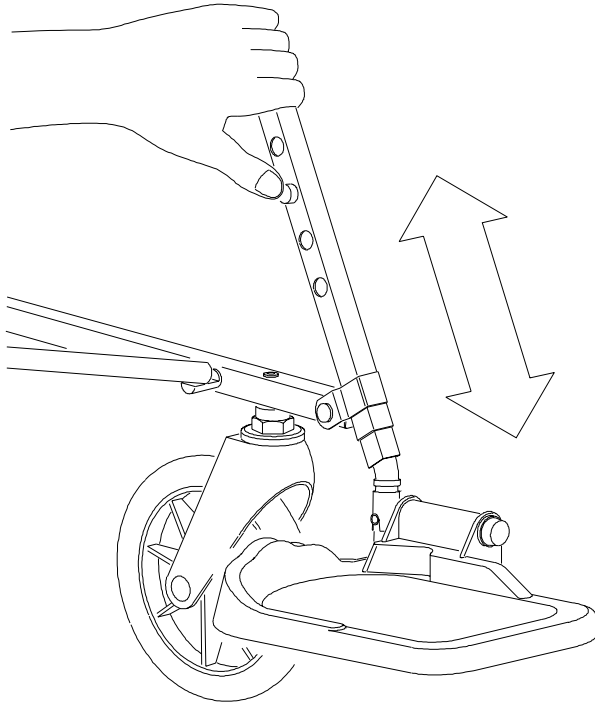
Footrest Flipped up, ready to exit chair.



From May 1997 to November 2004, footrests have an additional folding back facility which allows easier accessibility.

This works by a lift and swivel action, with the footrest located in a choice of either the forward position for use, or the rearward facing position for access and storage.

2.3.3 FOOTRESTS (Continued)



The Stowaway features individual height adjustable footrests which can be set at four height positions or even removed from the chair.

To change the height of the footplate, press the button on the inside of the wheelchair front vertical tube and move the footplate up or down until the button locates in the desired height location hole.

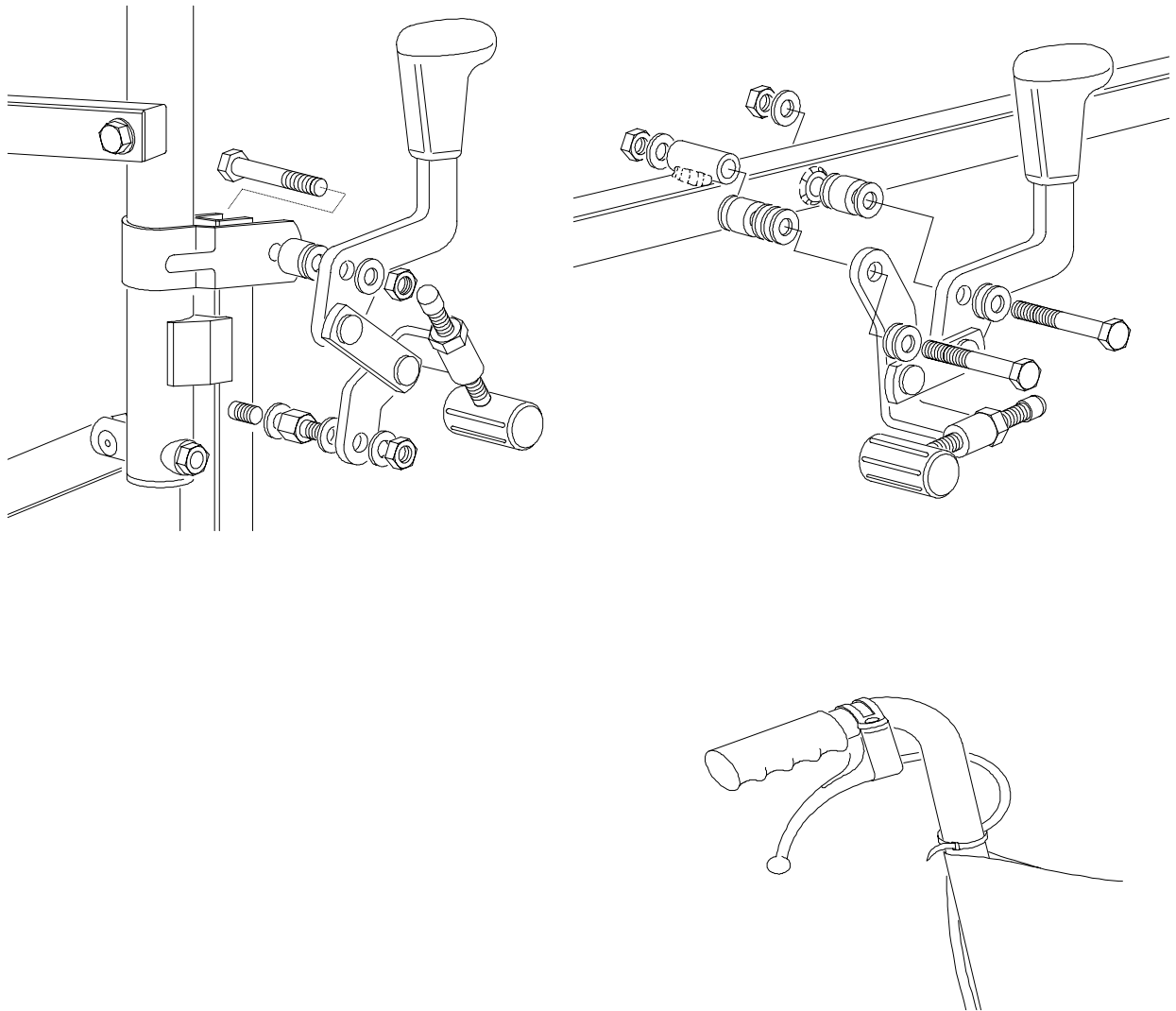
Footrest height settings are important, and will help to spread the load of the occupant weight, easing pressure, and improving seating comfort.

The most comfortable seating position is usually obtained when the thighs are horizontal and the hips and knees are at right angles.

If in doubt about footrest settings contact the Approved Distributor.

2.3.4 BRAKES :

The Remploi Stowaway features adjustable parking brakes on the rear wheels. The adjustment is pre-set in the factory, to exert sufficient pressure to hold the wheelchair on a 10 degree slope, but may need altering to suit different environments, and it is recommended that they are tried out and adjusted to suit.



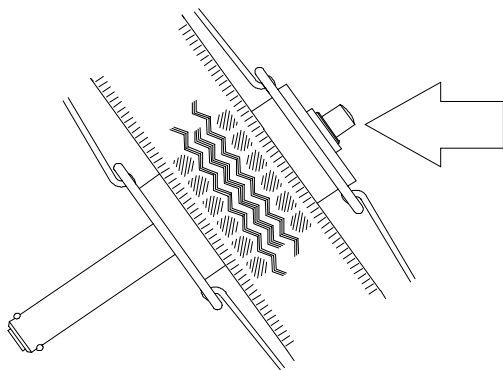
Brake adjusting screws are provided for fine tuning and adjustment over a period of use. Always ensure that when in the “on” position the brake exerts sufficient pressure on the tyre to hold the chair on a typical slope while someone is sitting in the chair. On the self propelled version, the brakes only operate when the chair is erected. When folded the self propelled chair should be stowed on its side to prevent movement. Attendant controlled hub type brakes are also available as adaptations.

IF IN DOUBT ABOUT BRAKE SETTINGS CONTACT THE APPROVED DISTRIBUTOR

2.3.5 WHEELS

WHERE PNEUMATIC TYRES ARE FITTED, MAKE SURE THEY ARE CORRECTLY INFLATED TO 45 psi BEFORE USING THE WHEELCHAIR.

Occupant Controlled chairs are available with QUICKLY DETACHABLE wheels. These fit into a special receiver in the mounting block unit, and have a sprung loaded button feature, to allow the user to remove them easily.



Versions fitted with Q.D. wheels provide the user with an additional option to remove the wheels for transit.

When the wheels are removed, the lifting weight of the individual components is significantly reduced, and we recommend their use when the attendant person requires a little help in lifting the chair.

When removing or replacing Q. D. wheels the brakes should be in the off position. Depress the button in the centre of the hub and pull the wheel away from the wheelchair. To replace the wheel, depress the button in the centre of the hub and enter the wheel spindle into the mounting bush. Ensure that the spindle is fully located by pulling the wheel away from the wheelchair.

Wheel security is very important. An occasional lubrication of the spindle will ensure trouble free removal of the wheel.

2.3.6 MANOEUVRABILITY

The STOWAWAY is built to provide a well balanced chair, with a high degree of manoeuvrability. In tight areas such as lifts, reversing the footrests to face rearwards may allow easier operation.

The occupant propelled STOWAWAY is designed to allow the occupant a means of getting around without help. It is not intended for persons who are actively dependent on a wheelchair, and need maximum performance and manoeuvrability from a range of wheel balance and propulsion settings.

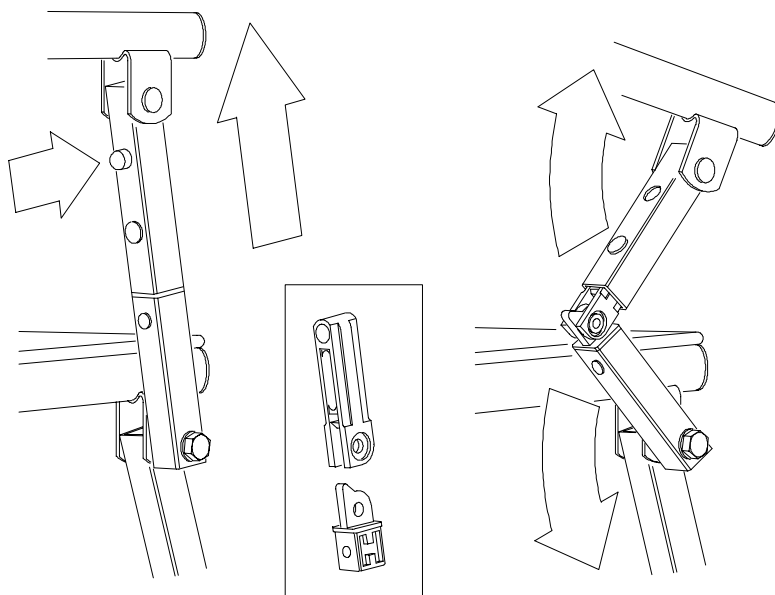
2.3.7 ARMRESTS

The Stowaway features a durable soft armpad which is secured to a folding frame. The upholstery incorporates a sideguard trim to protect against the occupants clothing coming into contact with tyres and road dirt.

The folding armrest frame is equipped with a locking hinge armrest assembly which allows it to be folded.

On models with self propelled wheels the folded down armpad will be at the same height as the tyre.

This facilitates side transfer to another chair or toilet seat, and also provides access to get close to the edge of a table, which is most useful in a restaurant or for working at a table or desk.



To operate the folding action, depress the spring loaded button on the inside of the front armrest tube, then pull up the armrest to allow the knuckle hinge freedom to operate.

Fold the hinge backwards swinging the armrest downwards to its folded rest position, at an angle across the rear corner of the seat.

The armpad may be used by the occupant as a hand support to assist during the side transfer operation. See general guide section for details of transfer techniques.

Caution: The armrest must be locked back into the upright position prior to attempting to fold the wheelchair for storage. Failure to do so could cause damage to the hinge.

2.3.8 WARRANTY INFORMATION

Please ensure that the operation of this product is fully understood. To avoid the risk of misuse consult your Approved Distributor, who has detailed product and service information, for further guidance if necessary.

Remploy Healthcare guarantees the products supplied to be free from manufacturing defects, and will replace components where necessary free of charge, for a period of 24 months from the date of purchase.

This guarantee is subject to the condition that the product has been used, adjusted and maintained in accordance with the user and maintenance instructions supplied by Remploy Healthcare.

This does not affect your statutory rights. A more complete warranty statement is available on request from the Approved Distributor.

MANUAL WHEELCHAIRS GENERAL GUIDE AND SAFETY INFORMATION

THIS INFORMATION IS APPLICABLE TO ALL MANUAL WHEELCHAIRS
IT SHOULD BE READ BY BOTH OCCUPANTS AND CARERS WITH ALL OTHER
INFORMATION SUPPLIED BEFORE ANYONE ATTEMPTS TO USE THE CHAIR

THE PURPOSE OF A WHEELCHAIR IS TO PROVIDE FUNCTIONAL MOBILITY FOR
PEOPLE WHO CANNOT, OR FIND IT DIFFICULT TO WALK.

Factors considered in selecting a wheelchair apply to both occupants and carers and include:

- method of propulsion
- seating position
- occupant size and weight
- physical ability of occupant and carer (where applicable)
- ease of use
- environment
- safety
- degree of independence
- transportation
- costs

Clinical Assessment teams have a responsibility to provide the wheelchair occupant and carer, where applicable, with a means of achieving effective mobility, bearing in mind all the above considerations.

There are many different types and variations of wheelchairs available today. It may not be possible to satisfy all requirements and environments with one chair for every need of the occupant (and carer) for home, travel or work.

2.1 INTRODUCTION

The type of wheelchair, and attachment features, provided will be different according to individual user requirements, and clinical assessment of need. In many cases the result will be a compromise solution.

Some modular wheelchairs can be set up or finely adjusted to suit user needs. Users should contact their approved distributor if they are having problem in using their wheelchair, a simple adjustment or alternative build configuration may help to resolve the problem.

Remploy manual wheelchairs can be divided into two broad categories.

- Attendant Propelled
- Occupant Propelled

This general information section covers safety issues of wheelchair use covering all of these.

Please read carefully together with all other information provided, covering the specific model supplied, which will give particular details of the wheelchair features and construction, methods of operation and correct setting methods.

2.1.2 GETTING IN AND OUT OF A WHEELCHAIR FACING FORWARDS

[Section 2 Index](#)

For maximum safety, these operations should be carried out with the help of an attendant. The occupant should always try to assist the attendant wherever possible to share the total effort. Carers should not attempt to lift without help. If this is not possible a hoist may be required.

Getting into the wheelchair.

Make sure that the brakes are on, flip up the foot plates, taking care that the heel support straps (if fitted) are not jammed against the footrest support frame. On some models, footrests may be detached or swung away for easier access. Note that when footrests are detached, the mounting swivels remain exposed, and care should be taken to avoid the occupant catching these accidentally.

The occupant may be able to help by pushing on the armrests to provide support whilst being lowered into the seat. Finally, push the footplates down, and locate the occupant's feet on them. **see fig 1.**

Getting out of the wheelchair.

Make sure that the brakes are on, then flip up the footrests or detach them as in section 2.1. The occupant should place a hand on each armrest, bend slightly forward and place both feet well back and firmly on the ground, then push upwards to assist the carer.

2.1.3 SIDE TRANSFER

When the wheelchair armrest is removed, it will allow sideways entry to the chair and vice versa, from another chair or car seat. **see fig 2.** Physically active Independent users with upper body and arm strength should eventually develop skill to carry out this manoeuvre without help. However, it is advisable that an attendant should be available if assistance becomes necessary.

Make sure the brakes are on, or that the wheelchair is prevented from moving, It is easier to transfer when flip up footrest assemblies are swung back out of the way, or removed so as not to interfere with the legs. Fixed frame wheelchairs with foot bars, which do not have protruding brackets and footplates, allow side transfer without the need for footrest removal. Feet should be firmly on the ground and not on the footrest. The safest way to transfer is to bend slightly forward.

DO NOT ATTEMPT SIDE TRANSFER ON SLIPPERY OR UNEVEN FLOORS

If there is a gap between the two seat surfaces, it may help to slide along a smooth transfer board, or to use some other lever point such as a car hand grip for additional support whilst manoeuvring from one seat to the other.

Figure 1 - Getting in/out of the wheelchair

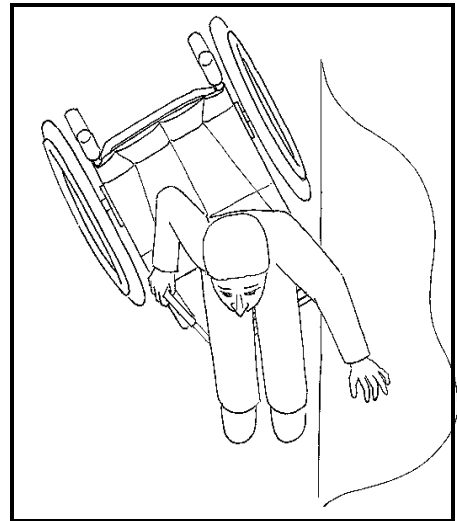
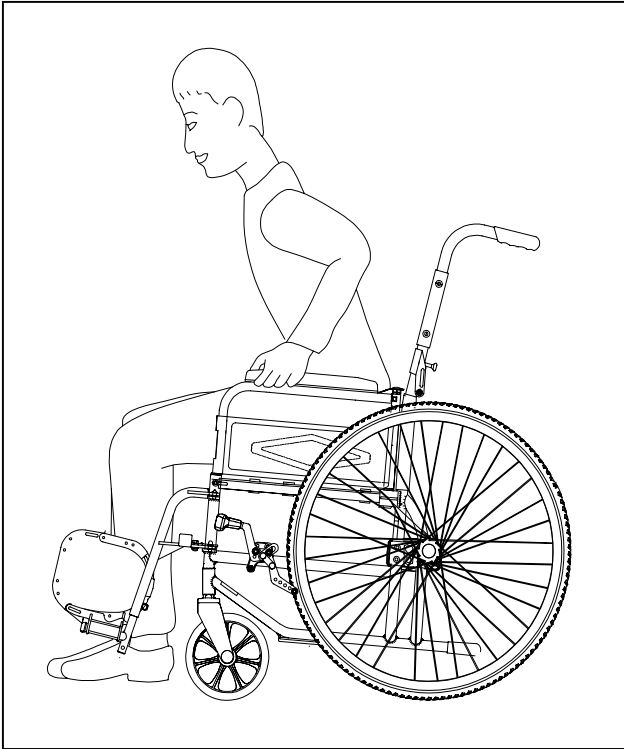


Figure 2 - Side Transfer

Figure 3 - Maintain a firm grip on the push handles

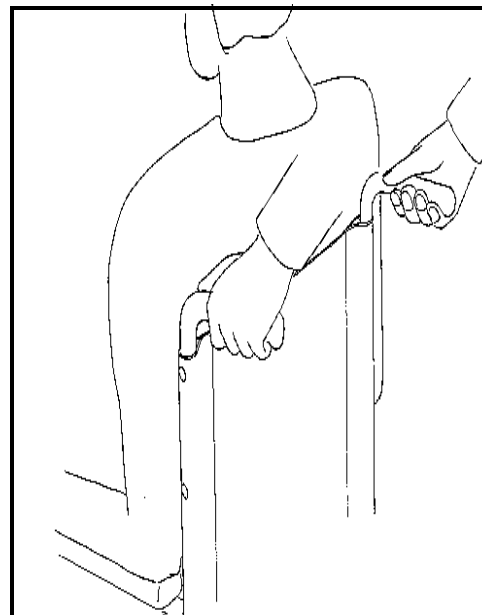
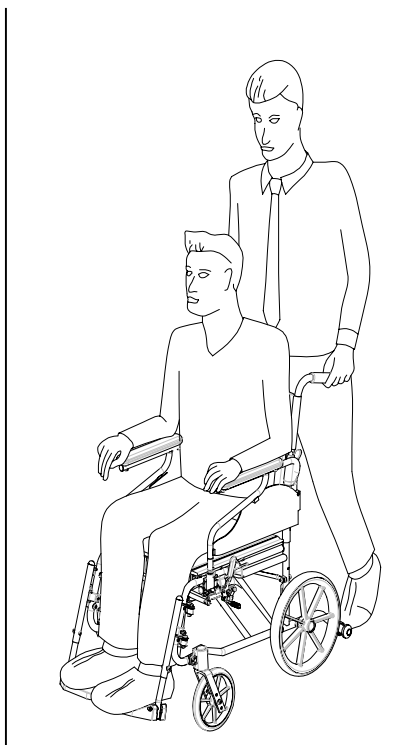


Figure 4 - Attendant Control

2.1.4 BRAKES

Hand brakes are provided for preventing wheel movement when parked, particularly on a slope, or during occupant transfer to and from the wheelchair. The action of a brake shoe pressing on the tyre makes correct inflation pressure important, see section 12.1.

Cable operated hub brakes are an option available for mounting on the push handles to allow the attendant to control the chair without having to reach down for the hand brake handle. These may also provide the attendant with a means of controlling the speed of a wheelchair when going downhill, and are a safety improvement on slopes and undulating terrain, as described in section 5. Operating the wheelchair in this way however, demands that the attendant is skilled in the controlling operation, as a sudden change in direction will result if one wheel is retarded in advance of the other.

2.1.5 PUSHING TECHNIQUES

Pushing a wheelchair with a helpful occupant can be an enjoyment for both people involved provided that there is mutual confidence and understanding.

When first planning a trip, the pusher should check the distance and terrain to be covered, bearing in mind that a slope going out is a hill coming back. A combination of slope and camber is common in many areas. Try the chair out on typical surface conditions nearby, and practice manoeuvres likely to be encountered on a longer trip.

The pusher should be familiar with the operation of the wheelchair, remembering to put the brakes on and steady the chair before the occupant gets in and out. Where applicable, detachable features such as push handles and armrests should be checked for security, before setting out on a journey. The occupant should not be rushed during transferring in and out of the chair.

Before setting off, the pusher should make sure that the occupant is comfortable and that clothes, rugs, covers etc do not catch in the wheels.

The pusher should walk at a sensible speed, and tell the occupant before changing position, tipping the chair or manoeuvring, also paying attention to the surface conditions and avoiding uneven or soft ground wherever possible.

The pusher should always maintain a firm grip on the push handles. The chair should not be jolted or jarred, or rocked like a pram. **see figs 3 &4.**

Shopping bags or other additional heavy loads should not be carried in a wheelchair unless specifically designed for the purpose. This particularly applies to hanging items over the push handles, which can overload the chair and affect stability resulting in injury if the occupant tips out of the chair when it is left unattended momentarily.

Fig. 5.
going down a kerb
start position

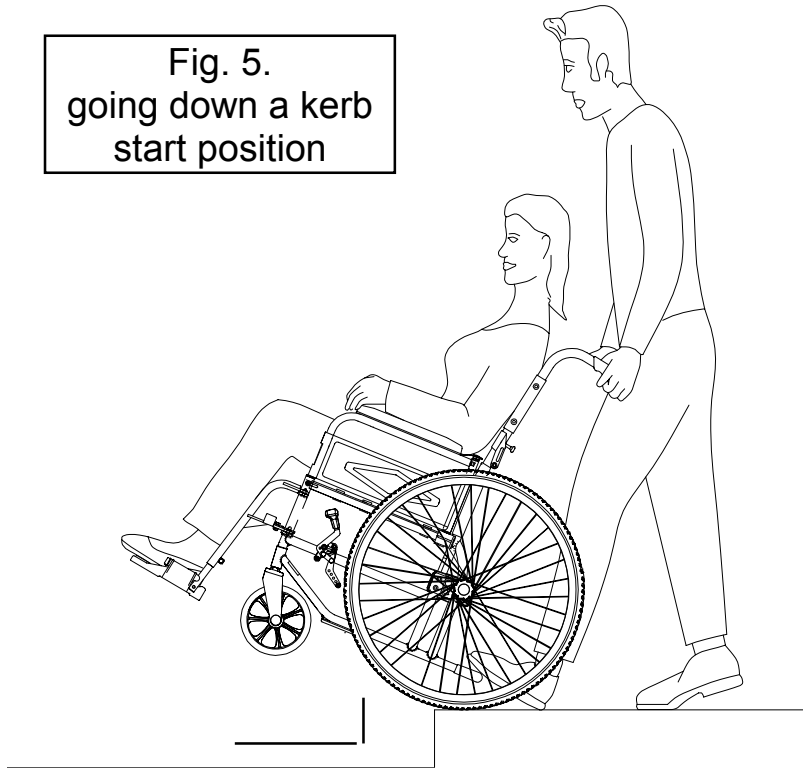
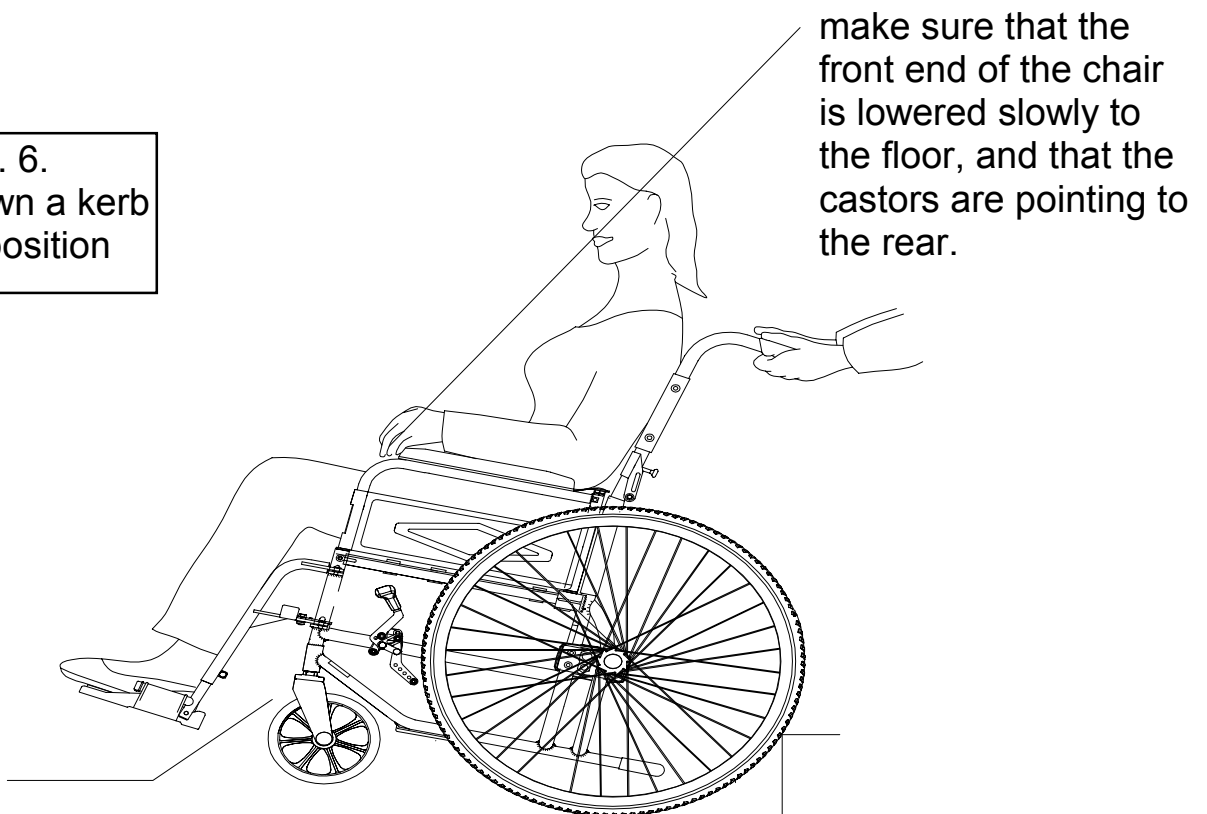


Fig. 6.
going down a kerb
finish position



make sure that the front end of the chair is lowered slowly to the floor, and that the castors are pointing to the rear.

castors with small wheels, are more liable to dig in, than large wheels, and require extra care in use.

2.1.6 KERBS

Negotiating a kerb.

The methods described here involve an attendant controlling the operation. Active users adopt balancing techniques carry out kerb manoeuvres independently, but methods will vary according to the setting of the chair, the physical strength of the user and skills acquired through training and practice with wheelchair experts. See section 8.2.

Going down a kerb:

The chair castors should be taken to the edge of the kerb. The pusher should hold the chair handles firmly, pressing down on the tipping lever and at the same time tilting the chair back. **see fig 5.**

The rear wheels can then be taken to the kerb edge and the foot removed from the tipping lever. The chair is then lowered down the kerb on its rear wheels, with the castor wheels facing rearwards, *this prevents them jamming up momentarily as the chair starts to move*, before pivoting the chair gently to the ground, to face direction of travel and then pushing forward.

Note: The chair must not be tipped forward or the occupant may fall out. When stabilisers have been fitted, this operation is more difficult to control, and extra care should be taken.

Going up a kerb. First method.

The chair footplates, or occupant feet if longer, should be taken to just in front of the kerb edge. The pusher should hold the chair handles firmly, pressing down on the tipping lever, tilting the chair backwards using body weight leverage, bringing chair forward till the back wheels touch the kerb.

The front castors wheels can then be lowered down onto the path, making sure that the wheels are facing rearwards. With the push handles held firmly the attendant should now lift and push the chair.

Going up a kerb. Second method.

The chair should be turned round so that the back wheels are against the kerb and the attendant should hold the pushing handles firmly and tip the chair backwards.

Using body weight as leverage the attendant should then pull the chair off the kerb and up onto the pavement, making sure, as above that the castor wheels are facing rearwards .

The chair may then be pivoted to face the direction of travel and pushed forward.

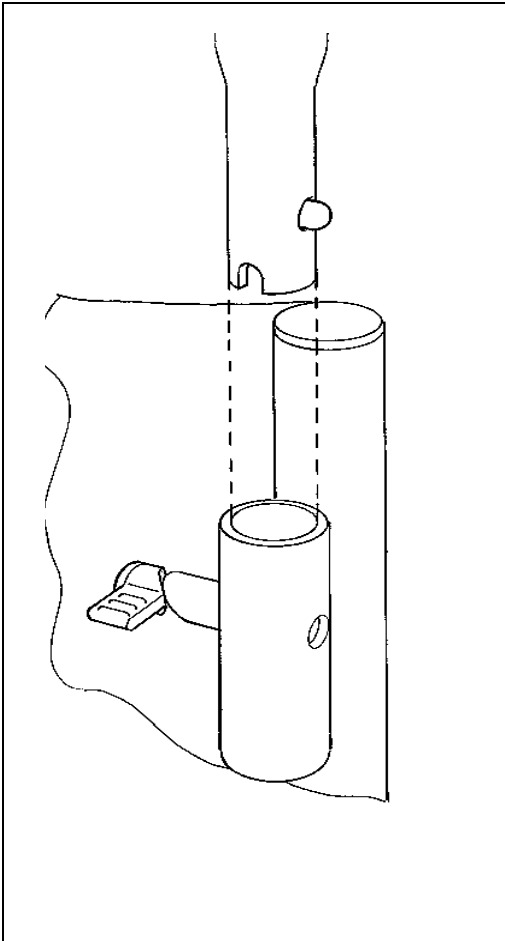


Figure - 8

Detachable push handles must be inserted correctly

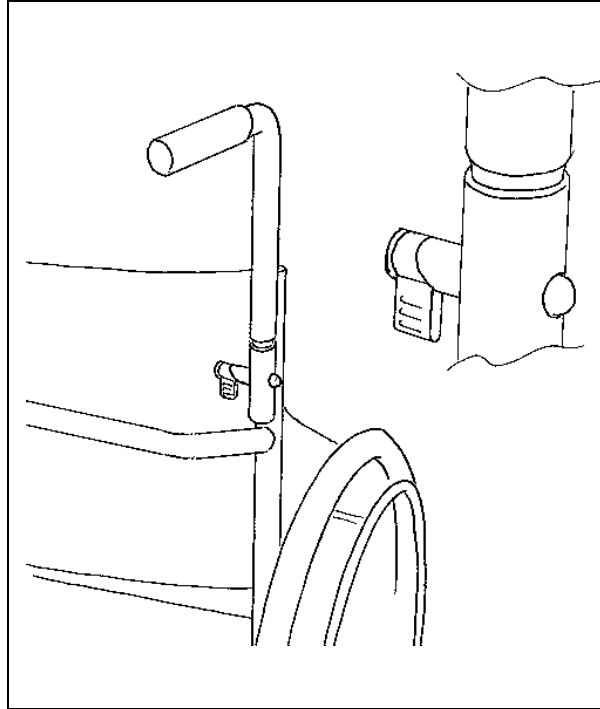


Figure 7 - Ensure that push handle locks are fully engaged before using

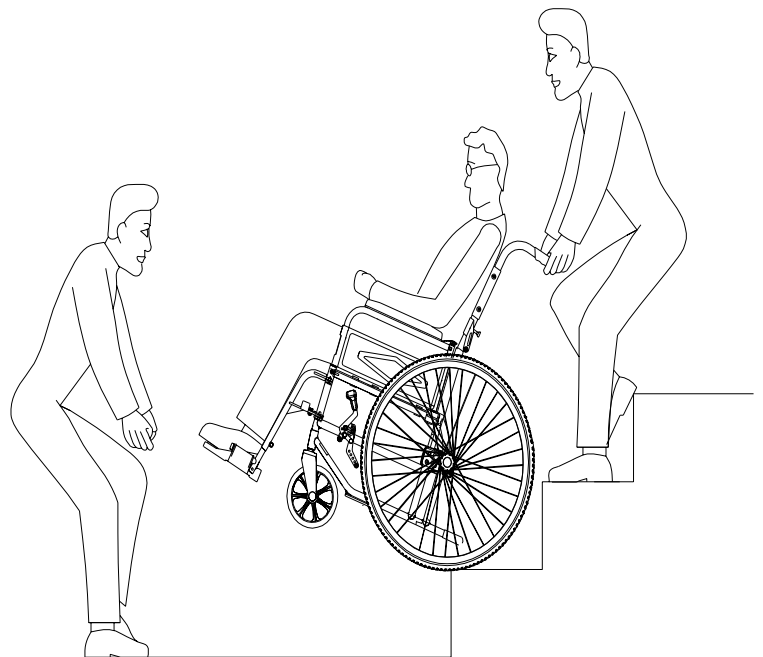


Figure 9 - Going down/up a flight of steps

2.1.7 STEPS & SLOPES

Where possible, the hazard of negotiating steps should be avoided.

Modern public buildings should provide permanent wheelchair ramps, with a practical slope angle for safe access, loose ramps pushed against a kerb are not recommended. Learning the geography of an area is important.

A little journey planning can eliminate difficult manoeuvres.

Many falls and injuries to both occupant and helper can occur when inexperienced people are carrying out this operation, and if users or carers are concerned about a particular hazard which they must regularly overcome, they should consult their local authority or community services department.

There may still be occasions when steps must be negotiated. **see figs 7, 8 & 9.**

In the event of the chair having detachable pushing handles, these should be checked for security in the locked in position before attempting this manoeuvre. Stabilisers may require removal if they interfere with the chair balance angle on a flight of steps. This should first be checked out with an unoccupied chair.

ENSURE THAT PUSH HANDLE LOCKS ARE ENGAGED BEFORE USE

Two attendants at least are required for this operation

The attendant supporting the main load should grip the chair at the push handles, and repeat the procedure as section 6.1 for getting down a kerb at each step, the second attendant at the front will be required to guiding the footrest area, and provide reassurance to the occupant.

A third person could act as guide for the chair team if the steps are high. Reverse this procedure for going up a flight of steps, with the attendant supporting the main load at the push handles pulling, and the second attendant at the front guiding the chair using the corner of each side frame.

Specialist training for very experienced users to negotiate a flight of stairs independently is available, but this is beyond the context of this guide.

Seatbelts (also posture belts)

The fitting of these should be considered in all circumstances where the chair is used outdoors, over a sloping surface or kerbs. Belts normally secure the occupant by means of a quick release buckle in the centre. In cases where the seatbelt is part of the postural/ clinically assessed needs, provision of a seatbelt will be covered by a clinical assessment.

A basic security seat belt may become required after a period of use, if the environment or method of use changes, or where the occupant feels a need for greater security in the wheelchair. These can be fitted retrospectively by an experienced wheelchair technician if not originally provided with the wheelchair.

Seatbelts (also posture belts) Continued.

A correctly fitted posture belt should fit over a users pelvis at approximately 45 degrees from the anchor without obstruction from any part of the wheelchair (e.g. skirt guard or armrest). The posture belt should be adjusted so as to fit snugly around the users pelvis to provide an appropriate sitting position. The belt adjustment should then be regularly checked to ensure that the required posture is maintained.

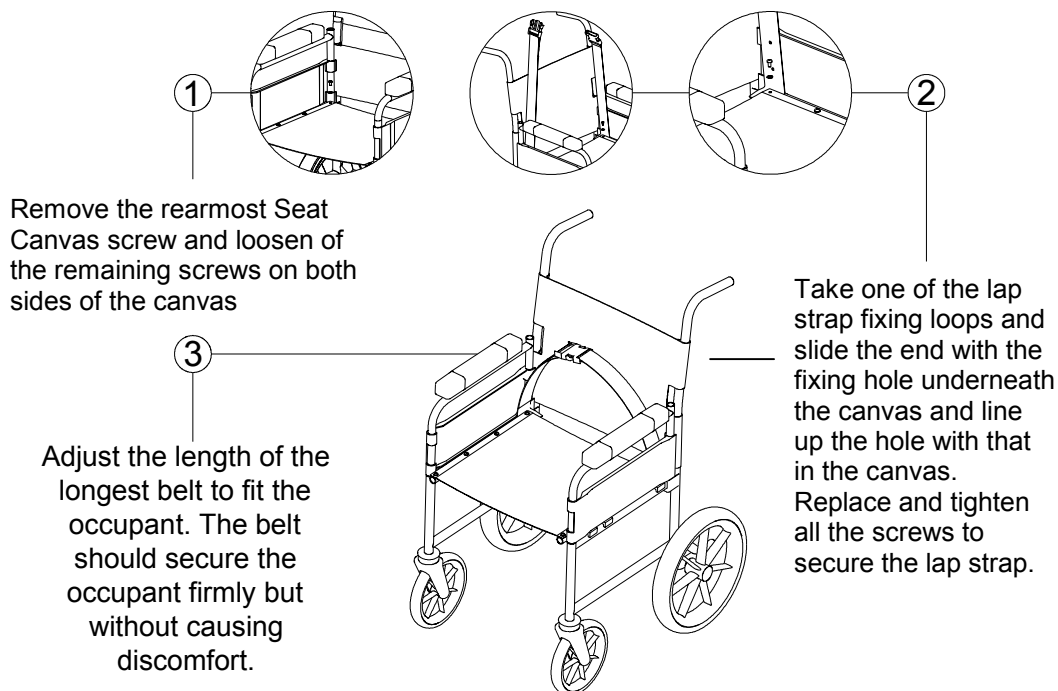
Inspection and maintenance of posture belts and their fittings should be included within the planned preventative maintenance programme for the wheelchair.

Future reviews of an individuals needs should include consideration of the appropriateness of the posture belt and its method of adjustment, fastening and release especially were a users' or carers' capabilities change over time.

Where the belt fitting is more specific, the alternative term posture belt can be a more appropriate description. More information is given in the product section of the User Guide.

Wheelchair seatbelts are not tested to meet the crash test standards required for occupant restraint in a vehicle, but we advise that they should remain in position during a journey to provide occupant security and support during normal traffic movements of sideways cornering and speed changes.

Transportation crash tested restraints for both wheelchair and occupant are part of the actual vehicle equipment, and must be secured to the vehicle itself, as shown in **Fig.11**. See section 2.1.9. of this General Guide for more details.



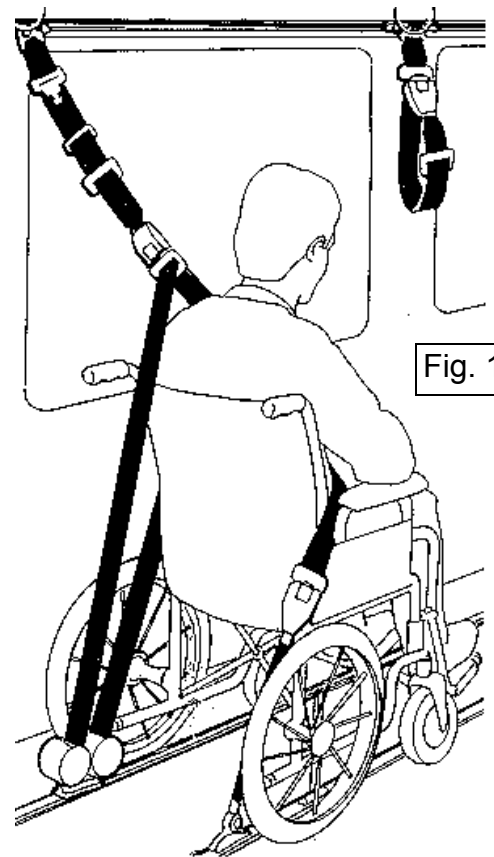
2.1.8 OCCUPANT CONTROLLED MOBILITY

Handrims

These are provided for the occupant to grip and push round to propel the wheels. Best results will be obtained by a long pushing stroke which gives a continuous and smooth forward motion. Many users find that gripping across the tyre and handrim at the same time gives better control. We recommend that when operating in this way, wheelchair gloves are worn.

Users with gripping difficulties may find larger section or Capstan types, with easy grip features, more practical.

When using a handrim to turn a chair round in a tight space, push one wheel forward, whilst pulling the other wheel backwards. Always make sure when carrying out this manoeuvre, that there are no obstructions or bystanders in the turning space required.



Balance Training

Physically active, independent people require wheelchairs, which allow them to safely negotiate kerbs and achieve efficient control and manoeuvrability.

It can be hazardous for an occupant to attempt wheelie positions on wheelchairs which are stable above 10 degrees rearwards static stability, as physical effort needed to manoeuvre and pull a wheelie can be excessive, consequently increasing the risk of accidentally tipping over backwards.

Maximum efficiency of hand propulsion occurs when occupant centre of gravity and wheel centre coincide, and is dependent on the occupant shape and size. Physically active people should have wheelchairs with fine wheel position balance settings, i.e. below 10 degrees rearward stability. These chairs should have rear stabilisers when supplied to inexperienced users, allowing the user to practice balancing techniques with the reassurance that the chair will not accidentally tip over backwards.

During training, the Therapist, or Training Supervisor can therefore build up the confidence of the occupant in stages, by initially setting the wheelchair up in a safe balance position, with the stabilisers acting positively, and progressing gradually towards optimum performance settings, with the stabilisers only acting as a back up.

Once satisfied that the occupant has developed the full range of wheelchair skills, and provided that the medical condition is not compromised, the therapist can authorise removal of the stabilisers, and the occupant then takes full responsibility and control of the wheelchair.

**STABILISERS ARE FOR OCCUPANT SAFETY
THEY SHOULD NOT BE REMOVED UNTIL THE USER IS ABLE TO DEAL
WITH BACKWARD FALLS AND TIP OUTS.**

If stabilisers are removed for ascending or descending a flight of steps additional carers and handlers should be present, and they should be refitted when the manoeuvre has been completed.

Outdoor Safety Hints

Most pavements slope slightly towards the kerb and the wheelchair may have a tendency to pull towards the road. Occupant controlled Active User wheelchairs with cambered wheel setting reduce this tendency.

The fitting of polyurethane tyres eliminates punctures, and provides reassurance of not being stranded some distance from a service centre, but the use of these tyres imposes a harder ride and the wheels must be checked more frequently, to ensure that there is no deterioration of spoke tension and security. Polyurethane tyres have slightly less grip than pneumatic tyres, therefore, self propelled chairs fitted with polyurethane tyres are also fitted with a high friction brake shoe grip.

When out at night, ensure that both you and your wheelchair are visible, consider both clothing, and light reflective trim features.

MANUAL WHEELCHAIR HANDLING AND STABILITY

A little journey forward planning can eliminate difficult manoeuvres such as steps. Modern public buildings should provide permanent wheelchair ramps, with a practical slope angle, built according to regulations, for safe access.

Technical Test data on stability of wheelchairs should be seen as a tool for comparison. Data does not convey actual feel of the wheelchair in the intended environment. Initial supervised user training and assessment by a rehabilitation professional, with the wheelchair in the intended usage environment is recommended, and users should ensure that they are confident with regard to this aspect of use.

An important factor in considering accessibility and slopes is the effort demanded from the occupant or attendant using the chair. Pushing up a steep slope which extends over a distance, may create a need to stop and rest, which in turn demands additional and undesirable effort to start back upwards again. Stopping a wheelchair on a steep downward slope also demands effort and control, and surface conditions need to be taken into account when deciding what outdoor route to take. Manoeuvres, which demand over exertion, may create risk of injury to the user and should be avoided. However, if in temporary difficulty, wheelchair users should not hesitate in asking for assistance from people nearby, someone will usually be happy to help.

Modern buildings should have slopes built to a required standard angle, but this is not the case with all access areas. Learning the geography of an area is important. As an all round guide, a maximum safe slope of 8 degrees is our recommendation for the Remploy range of manually propelled wheelchairs. However this recommendation may need to be changed if the wheelchair has attachments added to it, such as an elevating legrest or carry bag, which adversely affects stability. Such changes to the chair specification may have a critical effect, and they require re-assessment by a rehabilitation professional.

SAFE SLOPE OF 8 DEGREES FOR MANUAL WHEELCHAIRS.
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Where possible, the hazard of negotiating steps should be avoided. Many falls and injuries to both occupant and helper can occur when inexperienced people are carrying out this operation, and if users or carers are concerned about a particular hazard in the usage environment, which they must regularly overcome, they should consult their wheelchair rehabilitation service, or community services department., as appropriate.

There may still be occasions when steps must be negotiated. In the event of the chair having detachable pushing handles, these should be checked for security in the locked in position before attempting this manoeuvre. Stabilisers may require removal if they interfere with the chair balance angle on a flight of steps. This should first be checked out with an unoccupied chair.

2.1,9 TRANSPORTATION

Wherever possible it is recommended that wheelchair occupants transfer to a vehicle seat during a journey, with the wheelchair securely stored separately in a purpose made storage area.

Stowing the wheelchair in a car boot

The folded chair should be placed close to the car boot with armrests, footrests and other removable parts detached to split total weight into component form. Wheelchairs with detachable wheels reduce the weight for lifting. The person stowing the chair should grip convenient fixed parts of the chair, and lift keeping the back straight, bending from the hips and knees. If in any doubt about handling the weight, assistance should be sought.

If stowing proves difficult due to weight or space limitations, a compact folding wheelchair such as the Remploy Stowaway may provide a practical and additional alternative for transit purposes and occasional use

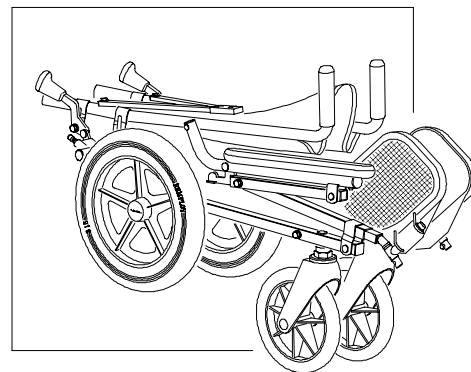


Figure 12 Remploy Stowaway

Car Driver Information

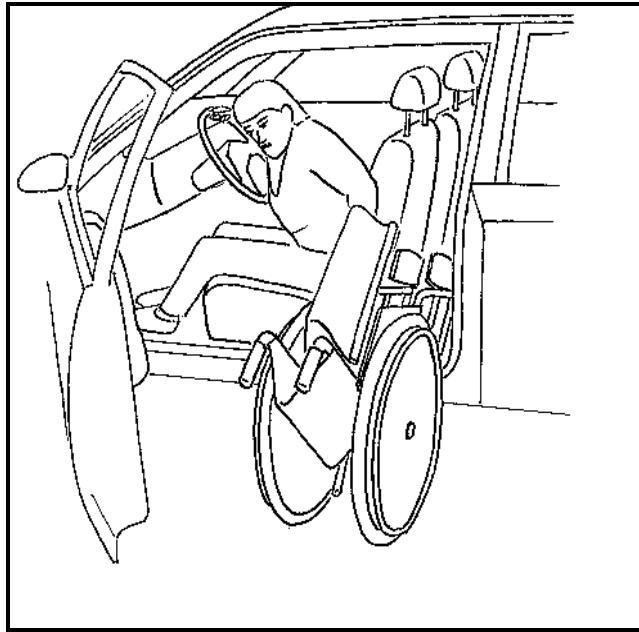
Physically active wheelchair users can drive cars and store the wheelchair in the car independently, with a lot of practice. Training at specialist driving centres is recommended. Two door cars provide the greatest access space. Gaining entry to the car first involves side transfer as section 3. When carrying this manoeuvre a wheelchair users should chose a position where there is no risk of interference from other traffic.

The stored wheelchair requires locating not only so that the driver can reach it, but also to remain safely secured during the journey.

With sideways folding wheelchairs the driver should pull the folded wheelchair into the vehicle into space behind driver or passenger seat. **see figs 13 &14.**

Fixed frame wheelchairs, with quickly detachable wheels can be disassembled once the driver has transferred into the car. The parts then being stored safely within the vehicle.

It is recommended that wheelchairs stored on the front passenger seat are secured using the car seat belt through the frame. A wheel bag may be useful for long journeys or for keeping dirt away from the car seating area. When there is another able bodied passenger present, the storing options as section 9.1 are recommended.



Figures 13 & 14.

A Sideways Folding wheelchair can be stored behind the front seat.

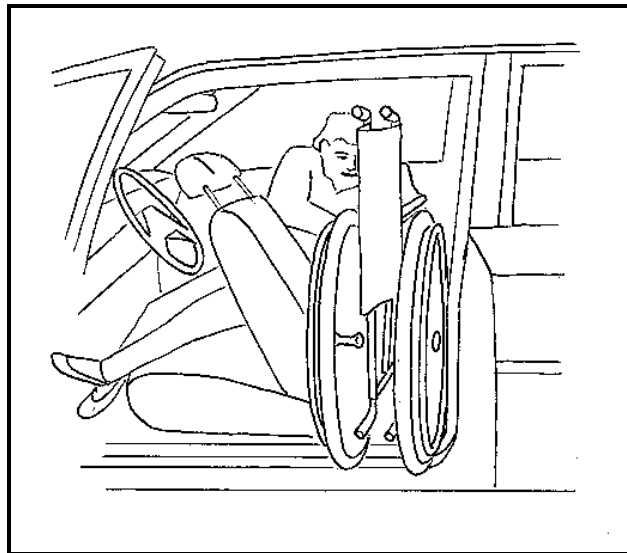
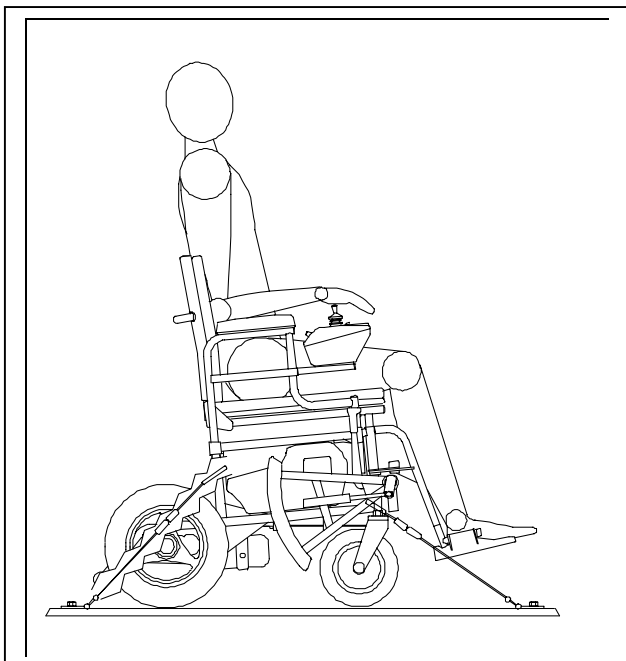


Fig 15

Side view of Remploi Powerider tied down to floor of a vehicle using webbing restraints
Note that separate occupant crash tested restraint is not shown in this view.



2.1.9 continued:

Guidelines for Wheelchair & Occupant Transportation in Vehicles

This information is given in order to reduce the risk of bad practice. It is based on current available knowledge. Wheelchair users and transport operators have a responsibility to ensure that safety measures take account the needs of wheelchair occupants and other passengers to minimise the risks involved for each individual situation. Vehicles transporting wheelchair occupants should have safe, secure wheelchair access, transport operators should recognise this. Available publications are MDD Report No 92/07, and Dept of Transport Code of Practice VSE 87/1.

Public Transport

Wheelchair users who choose to travel in a local bus or public service vehicle should recognise that this involves risk, and a complexity of related issues. The user has a responsibility to make the decision of how to travel carefully. Pre journey planning will avoid difficult access situations which could be encountered later, when it is too late to do anything about it. In busy, congested areas, users will require skill to avoid collisions with other passengers, when approaching and boarding the vehicle. Wheelchair brakes may not hold a chair and occupant stable against inertia forces of normal traffic conditions, such as cornering or coming to a halt, and wheelchairs in vehicles should be prevented from moving by other means. Dept of Transport approved designated wheelchair areas in low floor buses with support pillars and hand rails at wheelchair height are the most suitable. Users are advised to check availability of wheelchair facilities with the transport vehicle operator, and note time schedules.

Specialised Transport for Wheelchair Occupants.

These vehicles should be fitted with approved restraint systems. Dept of Transport approved taxis for individuals are available, but users with neck problems are advised to check that there is adequate headroom. Restraint systems for minibuses range from wheelchair tie downs, to more compact foldaway devices. Installers and operators of vehicles with restraint systems must be trained in their correct use by the restraint manufacturer, or approved mobility specialist. The CTA can provide useful advice. Remploy are participating in the creation of new safety standards in this area through membership of BSTA , in co-operation with the Dept of Transport & B.S I.

The wheelchair must be secured to the floor by a restraint system, preferably in line with direction of travel. see **Fig15**. The wheelchair should not be occupied by more than one person. Fittings such as trays, should be stowed separately. Wheelchairs used for transportation of occupants in vehicles should have a full height backrest of at least 415 mm for adults, head supports are recommended.

Wheelchair Seat Belts and Posture Belts are not crash tested restraints, although they help keep an occupant in a preferred position during normal vehicle motion. To meet crash safety standards, wheelchair and occupant must be secured to the vehicle independently. The occupant restraint should be secured directly to the vehicle at a point above shoulder height. No component of a wheelchair restraint should pass through the wheels. Wheelchair restraints should secure the wheelchair in such a manner that they cannot become free if chair components deform, or if one or more tyres deflate. Under no circumstances should wheelchairs be modified or strained to allow installation of clamps or fittings.

2.1.10 FIRE PRECAUTIONS

DISABLED PERSONS ARE AT GREATER RISK THAN OTHERS IN THE ENVIRONMENT IN WHICH A WHEELCHAIR IS USED SHOULD INCORPORATE SAFETY PRECAUTIONS TO MINIMISE FIRE RISK

When using the chair, both indoors and outside, always take precautions against fire risks. Avoid smoking, and do not park the wheelchair against an open fire, or intense heat source. Bear in mind that the temperatures reached in a hatchback car on a hot day can cause stored wheelchair component parts to become too hot to handle. When parking, the pusher should position the chair so that the occupant can see and communicate as well as possible. In buildings check that fire exits and procedures are understood.

2.1.11 GENERAL PRECAUTIONS & INFORMATION Warranty

Remploy Healthcare guarantees the products supplied to be free from manufacturing defects, and will replace components where necessary free of charge, for a period of 24 months from the date of purchase.

This guarantee is subject to the condition that the product has been used, adjusted and maintained in accordance with the user and maintenance instructions supplied by Remploy Healthcare.

UNAUTHORISED WHEELCHAIR MODIFICATIONS MAKE THIS WARRANTY VOID. REMPLOY ARE NOT RESPONSIBLE FOR ANY ACCIDENT RESULTING FROM SUCH UNAUTHORISED MODIFICATIONS.

This does not affect your statutory rights. A more complete warranty statement is available on request from Authorised Distributor or Disablement Service Centre.

Service

Service Records should be completed by the Authorised Distributor Servicing Department and retained by the user as a reference.

Service checks should be carried out by the Authorised Distributor at the recommended interval specified on the Service Record.

Batch code and serial numbers are essential for the specification of spare parts.

If in doubt, your Authorised Dealer or Rehabilitation Specialist will be able to provide help and professional advice on correct and safe use of wheelchairs.

There are also many national and local organisations which will be pleased to provide help and advice for wheelchair users.

All Remploy wheelchairs are designed with the needs of disabled people in mind. We hope that our wheelchairs provide their users with the reliability, freedom or independence they need for a more improved lifestyle.

Remploy Healthcare Group has a policy of constant product improvement and reserves the right to change specifications without prior notice.

This guide contains information of a general nature. All models and attachments have specific features and will have additional information provided showing correct operation method.

2.1.12 LOOKING AFTER YOUR WHEELCHAIR - GENERAL CARE AND MAINTENANCE

READ ALL INFORMATION PROVIDED BEFORE ATTEMPTING TO USE

Users should not attempt major repairs or modifications.

Approved Distributors have full Service Information and are able to advise if the chair becomes damaged, requiring major part replacement, or refitting.

If in any doubt about service requirements, contact the Approved Distributor The Remploy Customer Services Dept is also available for more information The Service Record included with this Information Guide, has details of model references to be quoted when Service Information is requested

Frequency of distributor service maintenance depends on usage level.

We recommend that chairs are checked by the distributor at assessed intervals, according to the level of use and usage environment.

Warranty can be affected if a wheelchair is not adequately maintained.

Users should note that wheelchairs retain appearance if looked after and cleaned regularly, referring to the list below for routine maintenance and safety checks which they are responsible for.

Information received from upholstery manufacturer

The fabric used for wheelchair upholstery is easily cleaned in-situ. However, as there are some substances which may affect the material, careful attention to REGULAR cleaning will not only prolong its life but will ensure that its appearance is maintained.

Resistance to stains and chemicals

The upholstery is resistant to most mild acids, alkalis and household stains. Some substances such as ball-point pen ink, lipstick, newsprint and food colourings may be absorbed by the vinyl and cause permanent staining. This can often be minimised by immediate cleaning with a damp, soapy cloth or sponge

Cleaning

To maintain its appearance, the fabric should be cleaned REGULARLY to remove fatty substances in soiling, which may reduce its service life. Light soiling can be removed by adding a small amount of washing up liquid to some warm water and then applying to the fabric with a cloth. Rinse off with clean water before allowing to dry. If need be, a Mild solution of antiseptic can be applied to the fabric.


Do not use

Chemical bleaching materials, abrasive cleaners, wax polishes or aerosol spray polishes. The use of these substances is likely to be harmful to PVC laminates and repeated use can result in the removal of plasticiser from the PVC compound which will result in hardening and subsequent cracking of the material's surface.

SERVICE CHECK LIST

Brakes	The brake should hold the chair on a ramp angle of approx. 10 degrees. Try the chair on a slope or ramp which you may use. If necessary, have the brake is readjusted.
Wheels	Check general condition, free running and clearance in hubs, wheel wobble of 3mm measured at rim is acceptable, excessive movement is an indication of wear. Chairs fitted with puncture free tyres in particular will require frequent checks on spoke security, and any spoke looseness or other fault should be brought to the attention of the Approved Distributor.
Tyres	Ensure correct tyre pressure, and tread condition. Valves are Schrader (as cars), pressure is 45 psi (3 Bar or 300 Kilo pascals). To avoid risk of over inflation, we do not recommend use of high pressure airlines. Badly worn tyres should be replaced.
Handrims	Check security of fixing, and damage to surface which could cause cut fingers
Moving Parts	Occasional lubrication of sliding parts and pivots. We recommend the use of a none toxic lubricant is used eg Superlube Plus (from Lubrication Services) which is FDA approved for food use, will allow easy operation.
Upholstery	The upholstery should be wiped with a damp cloth. Marks can be removed using a mild detergent. Pressure washing is not recommended. Damage should be repaired before it causes problems. A slight catch in the upholstery may result in a longer tear if not dealt with when it first occurs.
Frame and Fittings	Paint work can be protected using a proprietary car wax polish. Check that all detachable parts latch in correctly and positively, particularly push handles, footrests, armrests and stabilisers where appropriate.
Handgrips	Ensure that the Handgrips are secure. If grips are loose or damaged the wheelchair is unsafe and the grips must be replaced. Replacement grips and method of fitting must be to Remploy approved specification.


RANGE **STOWAWAY** MANUAL WHEELCHAIRS

 **OCCUPANT WEIGHT RANGE 50Kg TO 112Kg**
 GENERAL PURPOSE FOR JUNIOR OR ADULT OCCUPANTS CONFIGURABLE TO ATTENDANT OR OCCUPANT PROPULSION. FOR INDOOR AND OUTDOOR USE IN PUBLIC ACCESS AREAS. SUITABLE AS A TRANSPORT VEHICLE SEAT WITH APPROVED RESTRAINTS

STOWAWAY 05.21 (ATTENDANT PROPELLED)
 STOWAWAY 05.41 (SELF PROPELLED Q/R)

SEATING AREA DIMENSIONS

RANGE AND SEAT WIDTH REFERENCE NUMBER. COVERING ALL GENERIC CONFIGURATIONS	SERVICE FRAME REFERENCE inch		ISO 7176 EFFECTIVE MEASUREMENTS mm	
	WIDTH	DEPTH	WIDTH	DEPTH
05.21	17	16	465	440
05.41				

	SEAT FRONT EDGE TO GROUND HEIGHT	
	CONFIG.	EFFECTIVE (CENTRE) MEASUREMENTS (mm)
	05.21	460
	05.41	

 BACKREST HEIGHT - 415mm
 MEASURED FROM SEAT TO TOP OF CANVAS AT FRAME

FOOTREST INFORMATION

PRIMARY LEG TO SEAT RELATIONSHIPS		
TYPES	LEG ANGLE	HEIGHT RANGE FROM SEAT (mm)
STANDARD	90°	510-660

 STOWAWAY FOOTRESTS PROVIDE USER ACCESS BY FOLDING UP.

ARMREST INFORMATION

HEIGHT OF ARMRESTS (mm)
FIXED HEIGHT - 230 SIDE TRANSFER BY FOLDING DOWN TO SEAT LEVEL

FRAME / SEAT ANGLE INFORMATION

 BACKREST ANGLE FROM VERTICAL 10° REARWARD

 FRAME ANGLE FROM HORIZONTAL 5° LOWER AT BACK

 PUSH HANDLE HEIGHT - 915mm
 MEASURED FROM GROUND TO CENTRE OF GRIP

CORRIDOR WIDTH TURNING SPACE

MODEL	THROUGH 360° BETWEEN WALLS
05.21	1250mm
05.41	1300mm

DATA BASED ON ISO 7176 TESTS & MEASUREMENTS ON BASIC FACTORY BUILD SPECS. WITHOUT INCLUSION OF ANY ADAPTATION. INFORMATION GIVEN IS FOR COMPARISON AND GUIDANCE, NOT A MANUFACTURING STANDARD. USER TRIAL RECOMMENDED

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OVERALL DIMENSIONS

OVER ALL DIMENSIONS CAN BE REDUCED FROM THESE FIGURES BY REMOVAL OF QD WHEELS



DESCRIPTION AND SEAT WIDTH REF.	CHAIR OPEN (mm)			CHAIR FOLDED (mm)		
	WIDTH	LENGTH	HEIGHT	WIDTH	LENGTH	HEIGHT
05.21	595	915	940	330	840	510
05.41	595	940	940	330	840	510

05.41 FOLDED DIMENSION ASSUMES REAR WHEELS REMOVED

WHEEL BASE CASTORS TRAILING

MODEL	WHEEL BASE	STOWAWAY FRAMES ALLOW RETROSPECTIVE CONVERSION BETWEEN DIFFERENT MODELS
05.21	415mm	
05.41	405mm	

REAR WHEEL INFORMATION

MODEL	FITTING	Ø mm	WIDTH	HANDRIM
05.21	FIXED	315	40	NONE
05.41	QUICK RELEASE	510	31 OR 25	Ø 16 COATED OR Ø19 CAREFREE

TYRE CHOICE - PUNCTURE FREE OR PNEUMATIC

ALL REAR WHEELS QUICKLY DETACHABLE

CASTOR INFORMATION

MOUNTING	ALL MODELS: FIXED (SCREWED IN)
	PUNCTURE FREE TYRE Ø190 BY 25mm WIDE

WEIGHT INFORMATION

MODEL	TOTAL WEIGHT	LIFTING WEIGHT
05.21	13.5Kg	12.5Kg
05.41	14.5Kg	10.0Kg

OBSTACLES AND ENVIRONMENTS

SAFE SLOPE FOR MANUAL CHAIRS IS BASED UPON ABILITY OF OCCUPANT OR ATTENDANT TO CONTROL THE CHAIR ON A SLOPE IN ALL DIRECTIONS. 8 DEGREES

ISO 7176 IMPACT STRENGTH & DYNAMIC TESTS

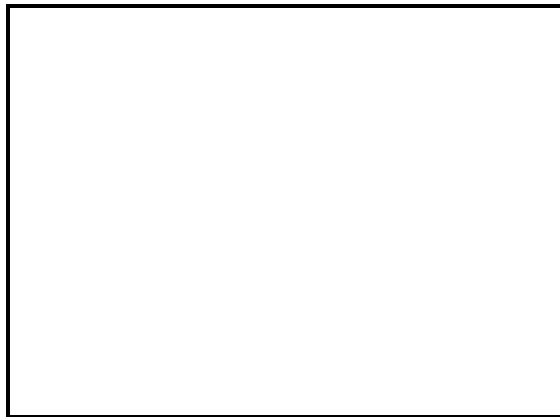
TRANSPORT COMPATIBLE CRASH TESTED AT 48Kmph/30mph APPROVED FOR USE WITH WEBBING TIE-DOWN & OCCUPANT RESTRAINT SYSTEM (WTORS) NOT CLAMPS
200,000 CYCLES TWO DRUM 6,666 CYCLES KERB DROP

STATIC STABILITY RANGE (BRAKES ON)

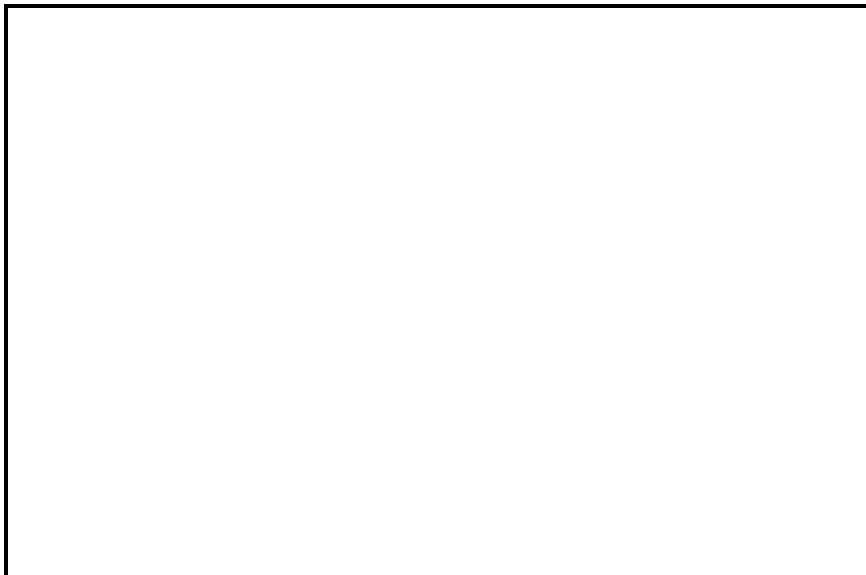
MODEL AND CONFIG.	FORWARDS	BACKWARDS	SIDEWAYS
05.21	16° SLIDES	13°	16°
05.41	16° SLIDES	11°	16°

REMPLOY HEALTHCARE GROUP

Distributed by :

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Other Approved Distributors :

A large, empty rectangular box with a black border, intended for listing other approved distributors.