



**WOLTURNUS**

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# Manual

For Fixation of Wheelchair  
in Motor Vehicles



Wolturnus A/S recommends that you read this manual before using the wheelchair.



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# 1 Introduction

## 1.1 Foreword

### INFORMATION

Read this manual carefully and follow the safety instructions to ensure correct and safe use of the wheelchair as seat in motor vehicles. If you are in doubt about how to secure or use your chair contact your Wolturnus supplier mentioned on the back. Make sure you have read your user's manual first.

This instruction has been developed to illustrate how to secure your Wolturnus wheelchair in a motor vehicle with the correct safety equipment. This manual is an extension of the User's Manual, and it is recommended to read the user manual first.

Wolturnus has developed safety equipment which are in compliance with national and international standards regarding transport in motor vehicles in case of frontal collisions. Wolturnus do however always recommend transferring to the vehicles seats whenever possible.

Only wheelchair(s) that has been tested and approved in accordance with ISO 7176-19 and 10542-5, are eligible to be used as seat in a motor vehicle.

Wolturnus chairs suited as seat in a motor vehicle have been tested with Dahl safety belts and straps or docking system. Read the whole of this manual and your wheelchair user manual to find out if your wheelchair is suited as a seat in a motor vehicle, or ask your Wolturnus supplier.

- Whenever travelling in a Wolturnus wheelchair, always make sure proper and approved seats and restraining systems are installed with the car.
- Remove detachable accessories, such as tables, trays, and detachable push handles, during transportation whenever possible.
- Secure detachable accessories needed for user comfort, such as headrest and armrest, to prevent uncontrolled movement of any equipment.
- Secure joystick and controls.
- The wheelchair and all support systems must support the weight of user and accessories.
- Custom fabrications for individual patients have not been tested. Therefore it is especially recommended to transfer to the vehicles seats in such cases.
- Follow and observe all instructions and recommendations from the tie-down manufacturer's regarding the restraints systems within the vehicle.
- Check if your wheelchair is prepared for fixating within a vehicle from your manufacturer (Wolturnus).
- Reattach all the detached accessories after transportation is complete.
- Make sure your vehicle has suitable equipment installed for access/egress.

### NOTICE

Being able to use the wheelchair as a seat in a motor vehicle is an optionally function, and it is added during the ordering of the wheelchair. Are you ever in doubt of your chair functionality always contact your Wolturnus supplier.

## 2 Safety

If the label on the wheelchair contains the following symbol, the wheelchair may be used as a seat in motor vehicles (see image 1). If the wheelchair may be used as a seat in motor vehicles, it may only be vehicles approved or adapted for such purposes.



Image 1 Icon for wheelchairs that may be used as seat in motor vehicles.

All safety belts and restraints for transportation in a motor vehicle must live up to the following standards and regulations.

Component	Standard
Wheelchair tiedown and occupant-restraint systems	ISO 10542 or ECE 16
Wheeled mobility devices for use as seats in motor vehicles	ISO 7176-19

### WARNING!

#### Risk of injury with incorrect use

Injuries due to pinching, crushing, tipping over, or falling due to incorrect user might occur, if all safety instructions are not followed both within the user's manual and the fixation systems manual.

### WARNING!

#### Risk of injury due to wheelchair accessories

Make sure all accessories are removed from the chair or secured, to avoid unexpected movement which can cause injury.

### WARNING!

#### Secure all screws, bolts, and nuts

Always check that all screws and nuts are secured to avoid a collapse of your wheelchair. Failure to do so can cause serious injury or death.

### INFORMATION

The wheelchairs have been subjected to a crash test according ISO 7176-19 in a forward-facing direction. A test dummy was secured in the wheelchair with a three-point belt. The Hawk wheelchair was tested with a four-point system. The W5, A-run, and Rex350 wheelchairs were tested with a four-point system as well as the Dahl Docking station. The wheelchairs have been tested with a total weight of the wheelchair which was > 125 kg (variation between models).

### INFORMATION

Manoeuvrability and access to the vehicle may differ depending on type of vehicle and wheelchair.

### INFORMATION

If you want to retrofit a safety system which allows you to use your wheelchair in a motor vehicle, contact Wolturnus for more information. Contact information can be found on Wolturnus' webpage [www.wolturnus.dk](http://www.wolturnus.dk)

### INFORMATION

To transport children up to 36 kg Wolturnus recommends using a system designed to children. There are children seats specially designed for children with a handicap. Make sure to choose a system with the right qualifications which satisfy the needs and demands of the child.

### WARNING!

**Missing use of headrest can result in serious damage or dead**

Always mount the headrest when using the wheelchair as a seat in a motor vehicle.

### WARNING!

**Risk of damage with incorrect use**

Insufficient transport safety can result in damage of the wheelchair and physical damage of the person or death. Always follow all instructions.

## 2.1 Safety-related clearances in motor vehicle

The following illustrations show the clearance zones which are to be maintained around the passenger of the product (see image 2 and 3). HHT (Seated head height) should be approx. 1200mm for a small female or 1550mm for at tall adult male. Always place the wheelchair user in a forward position when in the vehicle.

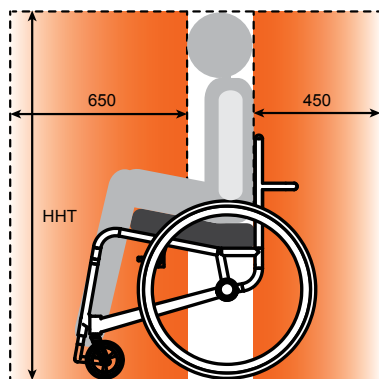


Image 2 Clearance from the side in mm

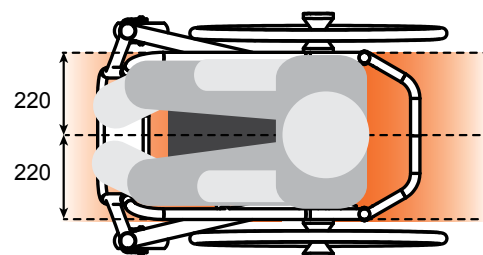


Image 3 Clearance from the top in mm

### 3 Fixation of Person in Wheelchair with Safety Belt

The following text will explain how to fixate a person in a wheelchair for travel in motor vehicle. Woltornus do however always recommend switching to a car seat. Always ensure that the vehicle is installed with Wheelchair Tiedown and Occupant Restraint Systems (WTORS) (see table on page 5). Always use a three point occupant restraint to secure the occupant. Both pelvic and upper restraint belts must be used to reduce the possibility of head and chest impact with vehicle components. Restraint should be mounted to the appropriate vehicle pillar. It applies for both the four-point tie down restraint and Dahl Docking station.

The following points will describe incorrect and correct placement of safety belt for fixing of the person:

- If the wheelchair is installed with armrests, either remove the armrests or make sure the safety belt does not rest on the armrests (see image 4A).
- Make sure the safety belt is not placed to close the neck (see image 4B), or to far down on the shoulder (see image 4C). The safety belt should be placed on the middle of the shoulder (see image 4D).
- The pelvic restraint belt must be worn low across the front of the pelvis so that the angle of the pelvic belt is within the optional or preferred zone of 30° to 75° to the horizontal. A steeper (greater) angle within the preferred zone, 45° to 75° is desirable i.e. closer to, but never exceeding 75° degrees (see image 5).

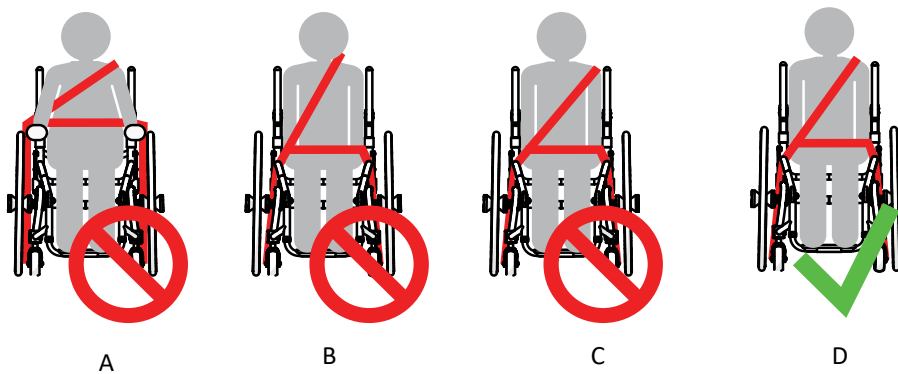


Image 4 Placement of safety belt

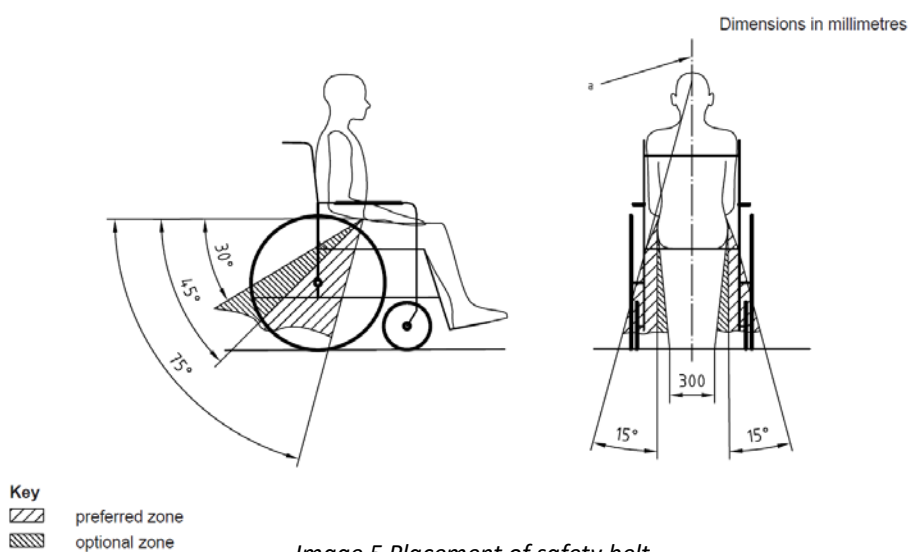


Image 5 Placement of safety belt

## **INFORMATION**

Belt restraints should make full contact with the shoulder, chest, and pelvis and pelvic belt should be positioned low on the pelvis near the thigh-abdominal junction. Safety belt should not be twisted when in use.

## **WARNING!**

The position belt of a wheelchair is not meant to be used as a car safety belt. It only prevents the user from sliding out of the seat while driving the wheelchair. When transported in a vehicle, the user shall wear an car safety belt which is attached to the vehicle.



## 4 Four-point Tie Down Restraint System

The wheelchair may only be fastened with the four-point tie down restraint system if the following restraining points and label are mounted on the wheelchair (see image 6).

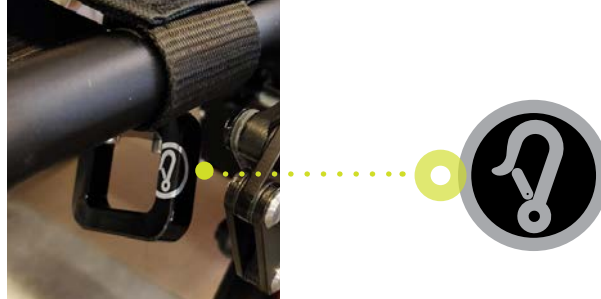


Image 6 Restraining points and label

### WARNING!

Standard ISO 10542-1 approved four-point Wheelchair Tie Down and Occupant Restraint Systems (WTORS) are only tested to 85 kg. It is recommended to use an ISO 10542 complaint WTORS (Heavy Duty System) which is rated for the total weight of the wheelchair including any options. Use four straps to secure the wheelchair, two straps at the front and two straps at the back. If using a standard four-point WTORS for securing a wheelchair heavier than 85 kg, use six straps to secure the wheelchair, two straps at the front and four straps at the back.

Make sure that the tire pressure is at the recommended level, so the straps can have maximum effect. The following points will describe how to fixate your wheelchair in a motor vehicle with four anchor points:

- Place the wheelchair in the center of the four anchor points, with the front facing the forward motion direction of the vehicle, and apply wheelchair brakes and turn of electrical control components.
- Attach four hooks, one from each anchor point in the vehicle, to the four restraintment points on the wheelchair. Make sure the hooks you are using, as well as the straps are approved safety equipment which fulfil all international safety standards. (See image 7, to see which points to connect to each other).
- Make sure that the straps are placed in the correct angle. The front straps should have an angle of 40-60 degrees from the floor to the strap and be in front of the frame. The straps in the back should have an angle of 30-45 degrees between the floor and the straps, and be placed behind the wheelchair (see image 7).
- Make sure the distance between the straps at the anchor points in the vehicle are approximately the same or wider than the corresponding restraintment points on the wheelchair.
- Make sure all accessories are either removed or are restrained by approved safety equipment and secured to either the wheelchair itself or the motor vehicle.
- Check that straps are tightened to such degree that the wheelchair will not move, yet not so much that it deforms the frame, as this will compromise the wheelchair and its safety features.

After the wheelchair is fastened, remember to fasten the person by putting on the safety belt as described in section 3.

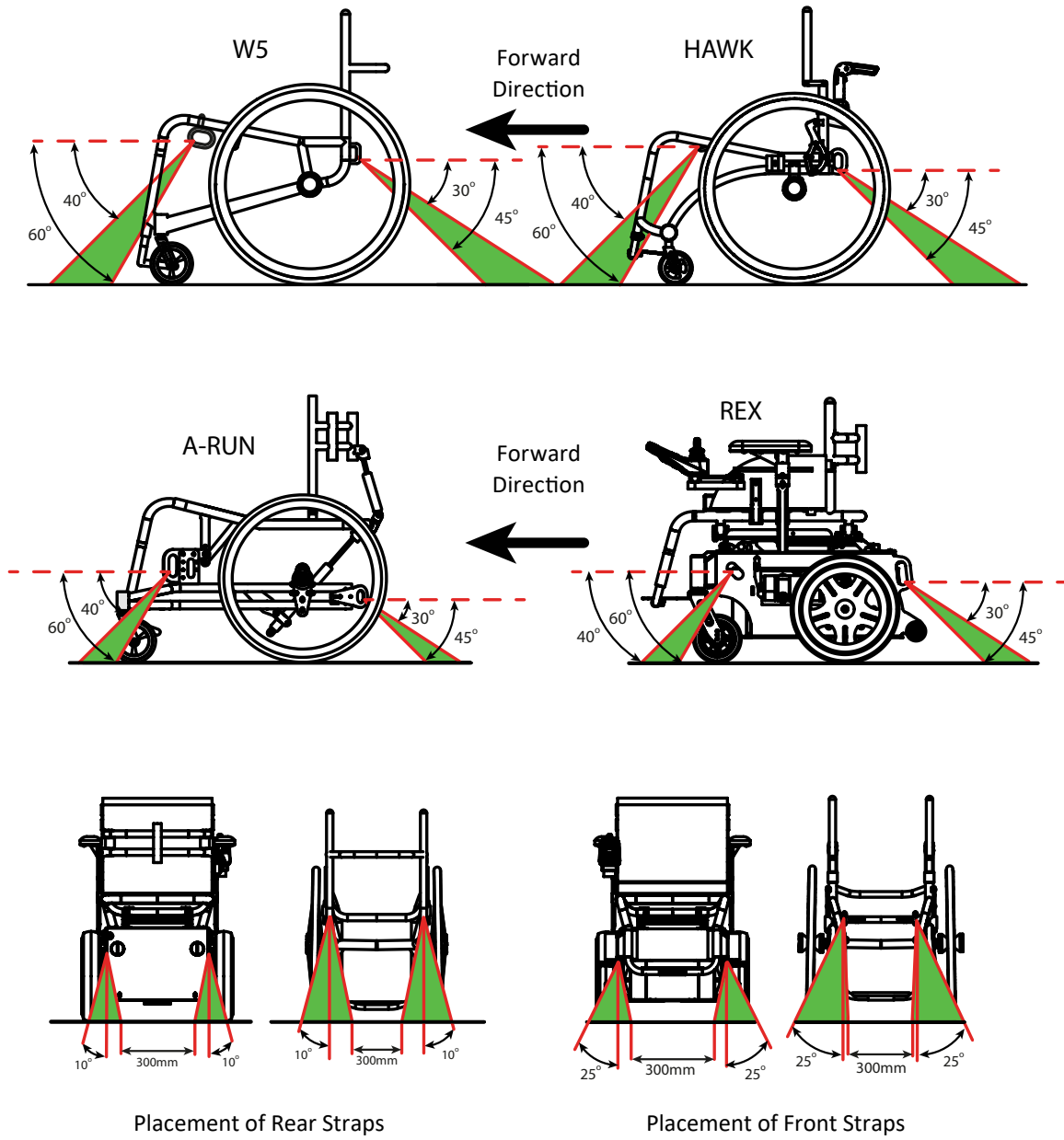


Image 7 Placement of straps

## 5 Dahl Docking Station

The Dahl Docking Station is a flexible vehicle locking system for wheelchair users. The vehicle mounted system allows the user to quickly and easily lock the wheelchair to the floor of the vehicle. This system can only be retrofitted by Wolturnus A/S on both W5, A-Run and REX models.

Image 8 Dahl Docking station with emergency release



### 5.1 Preparation of the wheelchair before use

A locking plate need to be mounted under the wheelchair (see image 9).

The locking plate is mounted to the main plate/mounting plate which is welded to four tubes, or on the battery casing, under the wheelchair. The follow points will describe how the locking is mounted:

- Measure the ride height of the wheelchair with the user sitting in it to correctly position the locking plate with a spacing plate of optimal thickness, maximum 25mm (see image 10).
- Mount the locking plate and the spacing plate to the main plate with the special Dahl bolts M8x35, washers DIN 9021 - Ø8 and nuts ISO 10511 - M8. Tighten all M8 bolts with 16-18 N.m.
- If the bolts are too long they should be cut the the right length. If they are too short replace them with Dahl's special bolts #502800.

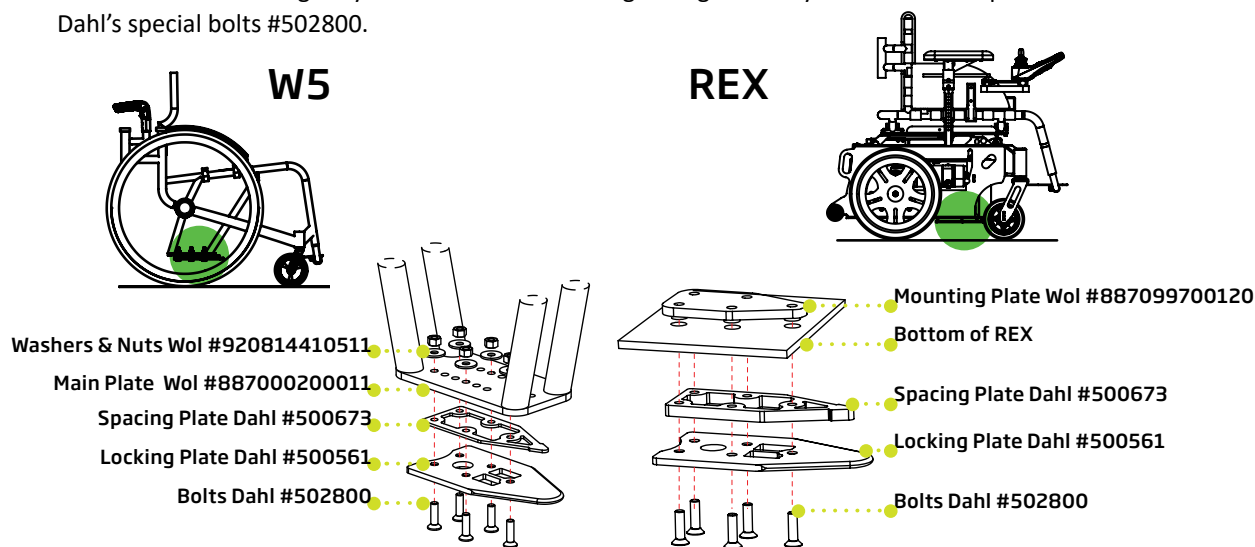


Image 9 Mounting the locking plate

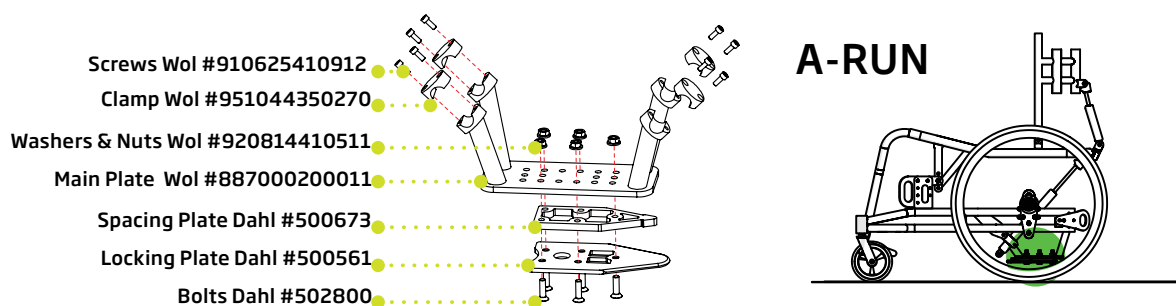


Image 10 Mounting the locking plate

## **WARNING!**

Do not use any other bolts than those supplied from Dahl Engineering (part#502800 which is quality 14.9, torx 27). Standard screws will not be strong enough in the event of a collision.

### **5.2 Preparation of the vehicle before use**

A Dahl Docking Station needs to be built into the vehicle. The lock plate on the wheelchair fits into the station, and a locking pin automatically secures the lock plate. Thereby the wheelchair is fastened to the vehicle.

## **WARNING!**

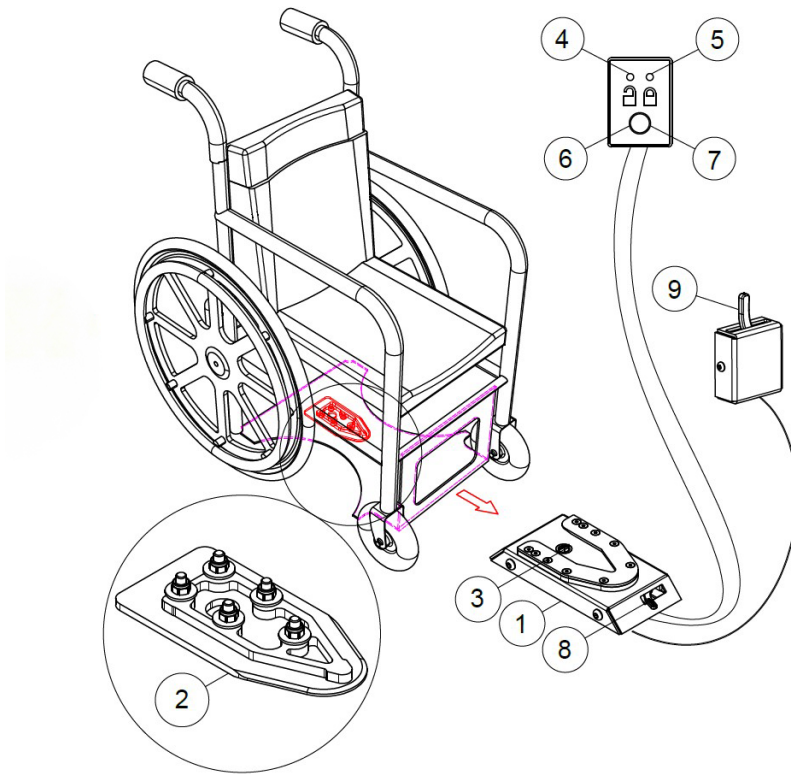
The Dahl Docking station is only allowed to be mounted in a vehicle by trained and authorized staff of a registered car adaptation company. For ordering the Dahl Docking, vehicle installations kits, and its accessories, please contact Dahl Engineering in Denmark for further vehicle specific mounting manual, which must be followed. You can find Dahl at [www.dahlengineering.dk](http://www.dahlengineering.dk)

Also see Dahl Engineering's instruction for installation, use, and maintenance.



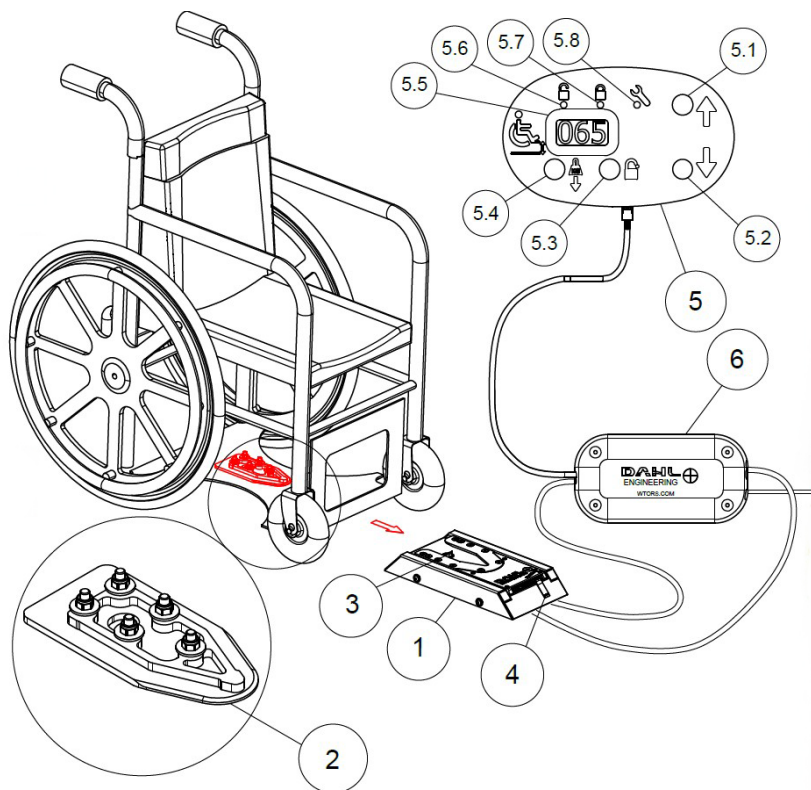
*Image 11 Dahl Docking system in vehicle*

## Dahl Docking Station MK II



1. Dahl Docking Station MK II
2. Lock plate and spacer
3. Lock pin
4. Red indicator LED (wheelchair is not secured and can be removed from docking station)
5. Green indicator LED (wheelchair is secured)
6. Control panel
7. Release button (red button)
8. Manual emergency release lever
9. Manual operating lever

## Dahl VarioDock™



1. Dahl VarioDock™
2. Lock plate and spacer
3. Lock pin
4. Manual emergency release lever
5. Control panel
  - 5.1 Adjust upwards (yellow button)
  - 5.2 Adjust downwards (green button)
  - 5.3 Release button (red button)
  - 5.4 Pull down to remove slack (blue button)
  - 5.5 Current measurement display
  - 5.6 Red indicator LED (wheelchair is not secured and can be removed from docking station)
  - 5.7 Green indicator LED (wheelchair is secured)
  - 5.8 Illuminated when maintenance required
6. Control module

### 5.3 Use of the Dahl Docking station: Attachment

This system to fasten the wheelchair is self locking. The following points will describe how to fixate the wheelchair in a motor vehicle with a Dahl Docking station:

#### Securing the wheelchair in the MK II and VarioDock™ docking stations:

- Maneuver the wheelchair slowly and in a uniform direction over the docking station. The locking plate (2) positioned under the wheelchair helps to guide the wheelchair into place in the docking station. When the locking plate is fully engaged in the docking station, a spring-action locking pin (3) automatically secures the lock plate;
- The Dahl docking stations are equipped with a control switch that indicates whether the locking plate is correctly secured in the docking station. As soon as the locking plate comes into contact with the locking pin (3), a warning tone will sound (a high-pitched howl), and the red diode/lamp/LED, in the control panel, MK II (4) and VarioDock™ (5.6), will light up until the lock plate is either fully engaged or else the wheelchair is removed from the docking station;
- As an indication that the wheelchair locking plate is fully entered into the docking unit and properly secured, the warning tone will cease, the red lamp/LED in the control panel will go out and the green lamp/LED, MK II (5) and VarioDock™ (5.7) will light up.

#### Warning!



#### Do not move the vehicle:

- Whilst the wheelchair is being maneuvered into position in the docking station;
- If the wheelchair and user are not correctly secured;
- If the warning tone sounds and/or the red warning lamp (LED) in the control panel flashes or is lit!

**Always check if the lock plate is properly engaged in the docking station by trying to reverse the wheelchair out of the docking station before moving the vehicle. It must not be possible to reverse out of the docking station without pressing the red release button in the control panel.**

Buckle up seat belt before driving!

After the wheelchair is fastened, remember to fasten the person by putting on the safety belt as described in section 3.

## WARNING!

If the wheelchair is not centered correctly, it might not be possible to lock in top the docking station. In that case, retry by driving a bit backwards and re-center the wheelchair. Try once more until you hear the clicking sound and you see the green light turning on.



## 5.4 General occupant restraint instructions

### DANGER!

- Use a Dahl 3-point occupant restraint system to secure the occupant;
- Both pelvic and upper torso restraint belts must be used to restrain the occupant to reduce the possibility of head and chest impacts with the vehicle components;
- Any wheelchair anchored occupant restraint i.e. 3-point belt, harness or postural supports (lap straps, lap belts) should not be used or relied on for occupant restraint in a moving vehicle, regardless if labeled ISO 7176-19, ISO 10542-1, SAE J2249 or any other. Use a vehicle anchored and certified occupant restraint system instead
- Use a suitable positioned headrest when being transported;
- The upper torso restraint belt must fit over the midpoint of the shoulder and across the chest as illustrated;
- Restraint belts must be adjusted as tightly as possible consistent with user comfort;
- Restraint belt webbing must not be twisted when in use;
- Care should be taken when applying the occupant restraint to position the seatbelt buckle so that the release button will not be contacted by wheelchair components while driving or during a crash.



Occupant belt restraints must not be held away from the body by wheelchair components such as armrests or wheels



Occupant belt restraints should make full contact with the shoulder, chest, and pelvis and pelvic belts should be positioned low on the pelvis near the thigh-abdominal junction



Illustration of improper belt restraint fit

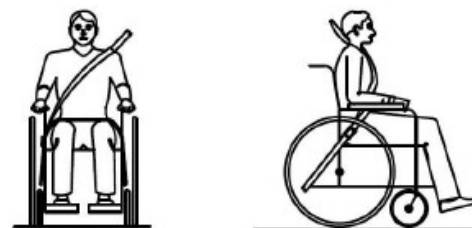


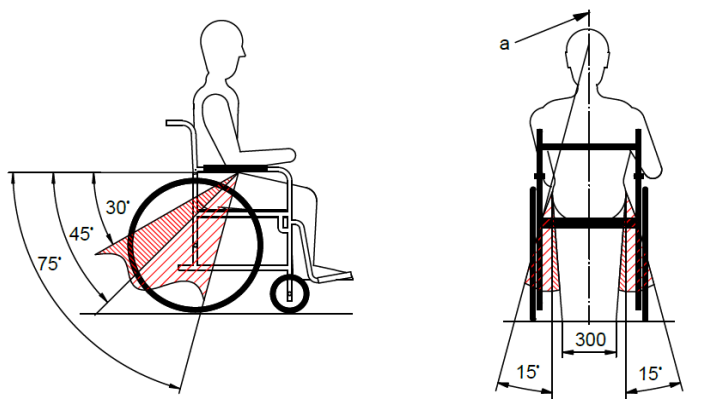
Illustration of proper belt restraint fit



### A. Positioning the occupant restraint when using it with the Dahl Docking systems

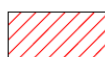

#### DANGER!

The pelvic restraint belt must be worn low across the front of the pelvis so that the angle of the pelvic belt is within the optional or preferred zone of 30° to 75° to the horizontal. A steeper (greater) angle within the preferred zone, 45° to 75° is desirable i.e. closer to, but never exceeding 75° degrees.



Dimensions in millimeters

#### Key

	Foretrukne zone / Zone préférée / Bevorzugte Zone / Preferred zone
	Valgfri zone / Zone facultative / Wünschenswerte Zone / Optional zone

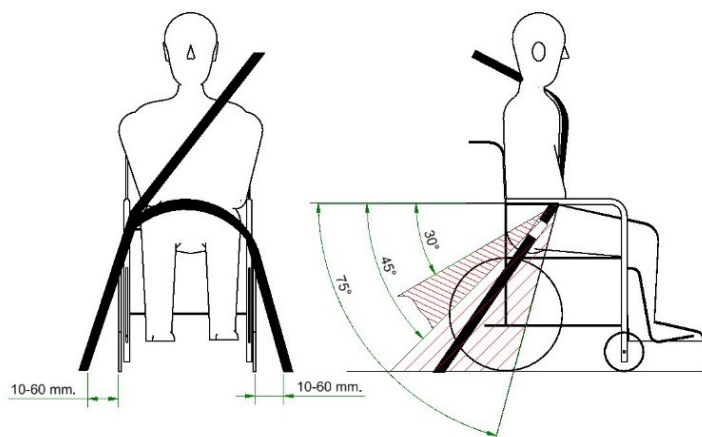
Preferred and optional angles for location of the lap belt.

### B. Positioning the occupant restraint when using it with the Dahl Docking system only

#### DANGER!

If neither the wheels' size, nor any other wheelchair components installed (e.g. armrests and sideguards etc.), prevent a proper belt fit on the user's pelvis, anchoring points/belt buckles can be located 10-60 mm outside wheels, on each side (as an alternative to A).

The pelvic belt must be worn low across the front of the pelvis so that the angle of the pelvic belt is within the optional or preferred zone of 30° to 75° as shown. A steeper (greater) angle within the preferred zone, 45° to 75° is desirable i.e. closer to, but never exceeding 75° degrees.



## 5.5 Use of the Dahl Docking station: Release

The following points will describe how to release the wheelchair in a motor vehicle with a Dahl Docking station:

1. When the vehicle has been brought to a halt, remove the safety belt.
2. To unlock commence by driving the wheelchair forward to release pressure on the lock pin and then press the red release button in the control panel. The locking pin will be triggered/ released for approx. 5 seconds, after which the locking pin is automatically locked/activated again. Do not attempt to reverse out of the docking station until the red LED on the control module, which indicates the unlock position, has been illuminated.

### INFORMATION

Attempting to reverse the wheelchair before the red LED has been illuminated will result in blocking the docking stations lock mechanism which makes it impossible to reverse. If this happens repeat above unlocking procedure.

3. The wheelchair is now released. Drive away from the station.

## 5.6 Use of the Dahl Docking station: Manual release in Case of Electric Failure

The following points will describe how to release the wheelchair in a motor vehicle with a Dahl Docking station in case of electric failure:

1. In the event of electrical failure, a manual emergency release is located at the front edge of the docking station. Move the wheelchair forward to release pressure on the lock pin and push the red release arm to one side and hold it there while the wheelchair reverses out of the docking station.
2. A cable-activated manual operating lever can also be fitted (optional). The red release arm must be pushed to one side and should be held there whilst the wheelchair moves away.
3. If the described manual release procedures fail, an emergency release tool made from red plastic comes with each docking station. Move the wheelchair forward to release pressure on the lock pin and place the emergency release tool in the gap between the locking plate and the docking station. Push the release tool and wheelchair forward until the locking pin will be forced down – after which the wheelchair can be reversed out of the docking station (see image 13, 14, 15 and 16).



*Image 13 Dahl Docking Manual Release*



*Image 14 Insert Release Tool*

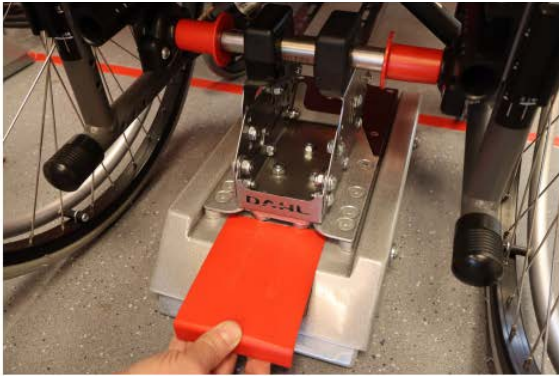


Image 15: MADS adaption kit

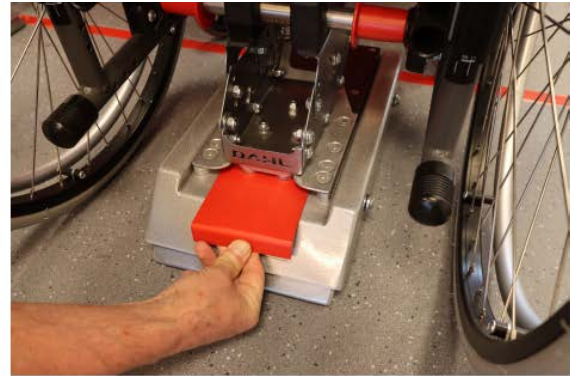


Image 16: MADS adaption kit

**Please also refer to the instructions for installation, use and maintenance of the docking system being used. Downloads are available at: [www.dahlengineering.dk](http://www.dahlengineering.dk)**

#### **Installation of the Dahl Docking stations in the vehicle**

Only professional companies in the business of converting or building wheelchair accessible vehicles can order the docking systems from Dahl Engineering.

A qualified and experienced technician must carry out the installation. Dahl Engineering can provide vehicle specific installation instructions for a large range of vehicles, which must be respected by the installer.

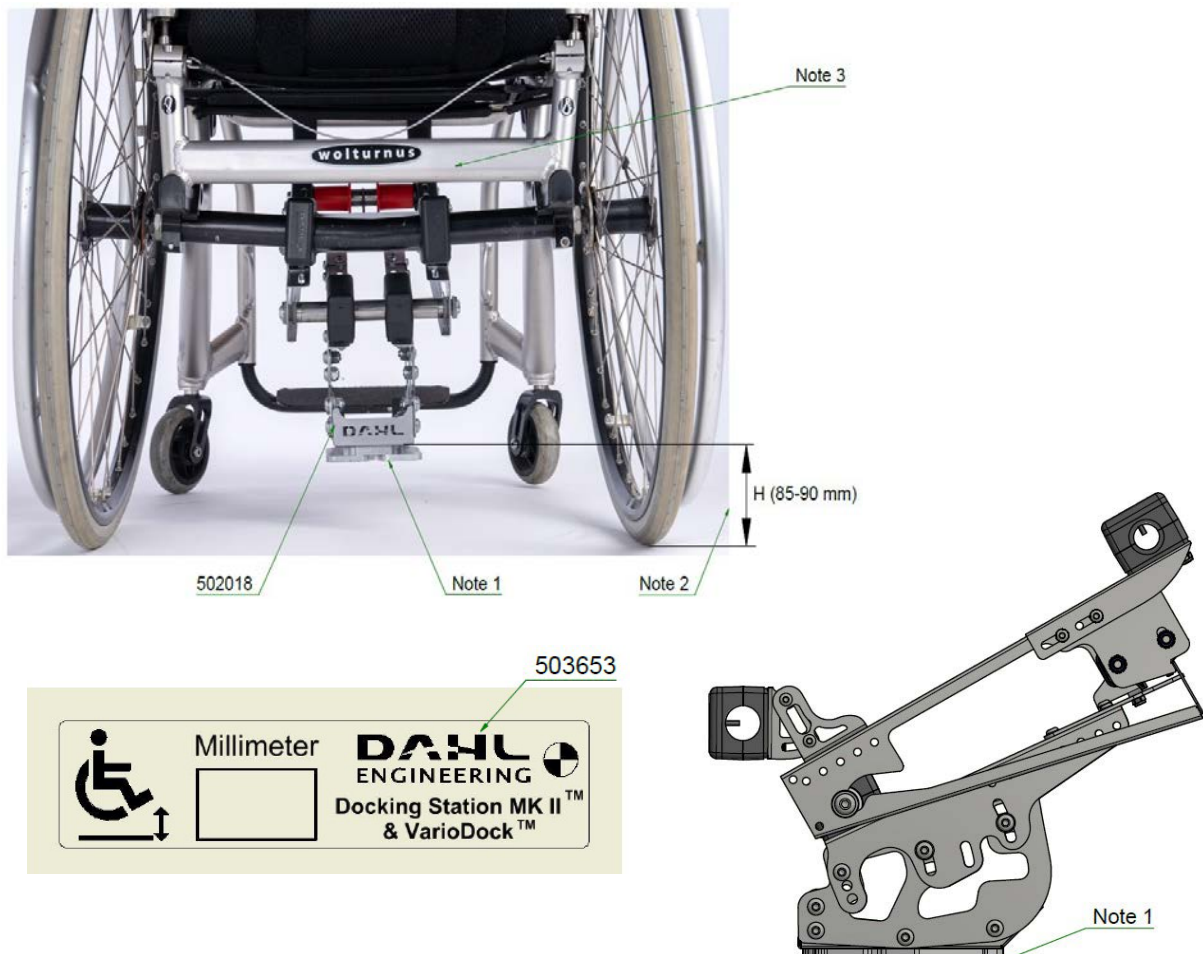
Please contact Dahl Engineering for further information about approved vehicles and installation positions.

Dahl Engineering contact details are available at: [www.dahlengineering.dk](http://www.dahlengineering.dk)

### **NOTICE**

Please always contact Wolturnus A/S if you want to retrofit a Dahl-Docking system. There might be some necessary adaptations to the chair, which can only be done by Wolturnus A/S.

## 6 Dahl MADS adaption kit for Wolturnus W5 (Dahl item no. 502018)



### Note 1:

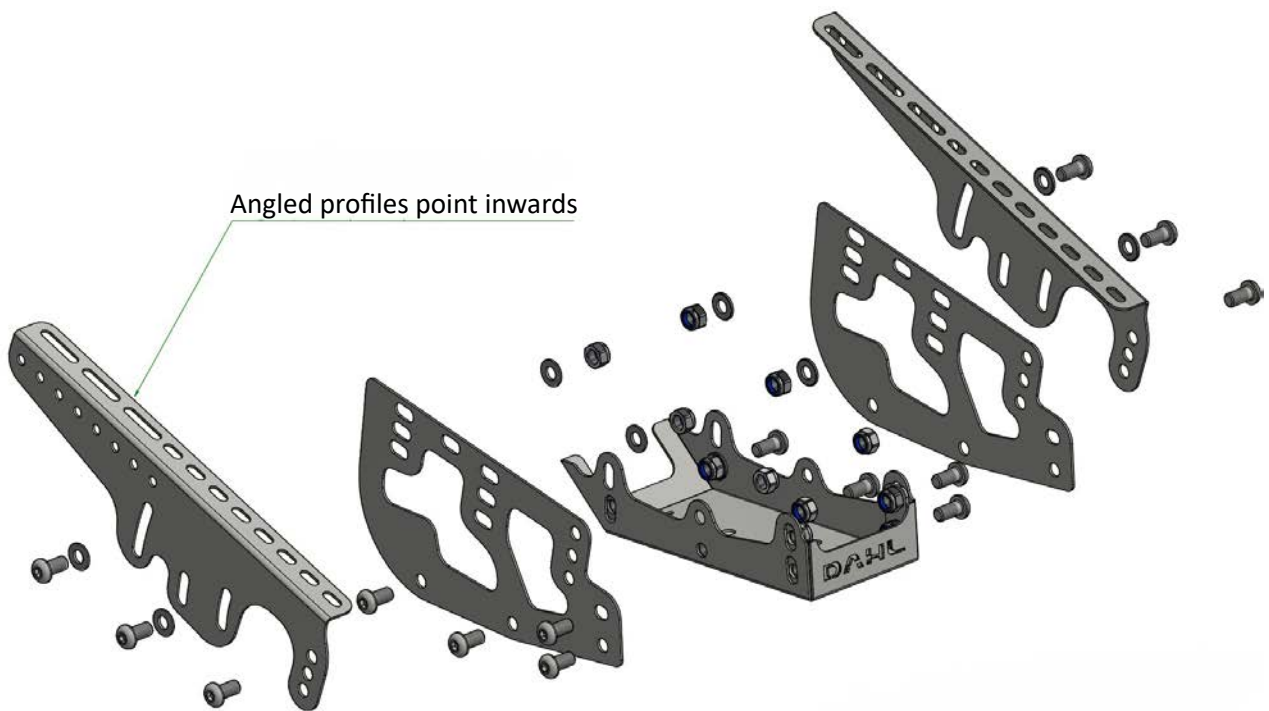
For the Docking Station to function properly the Locking Plate must be mounted horizontally.

### Note 2:

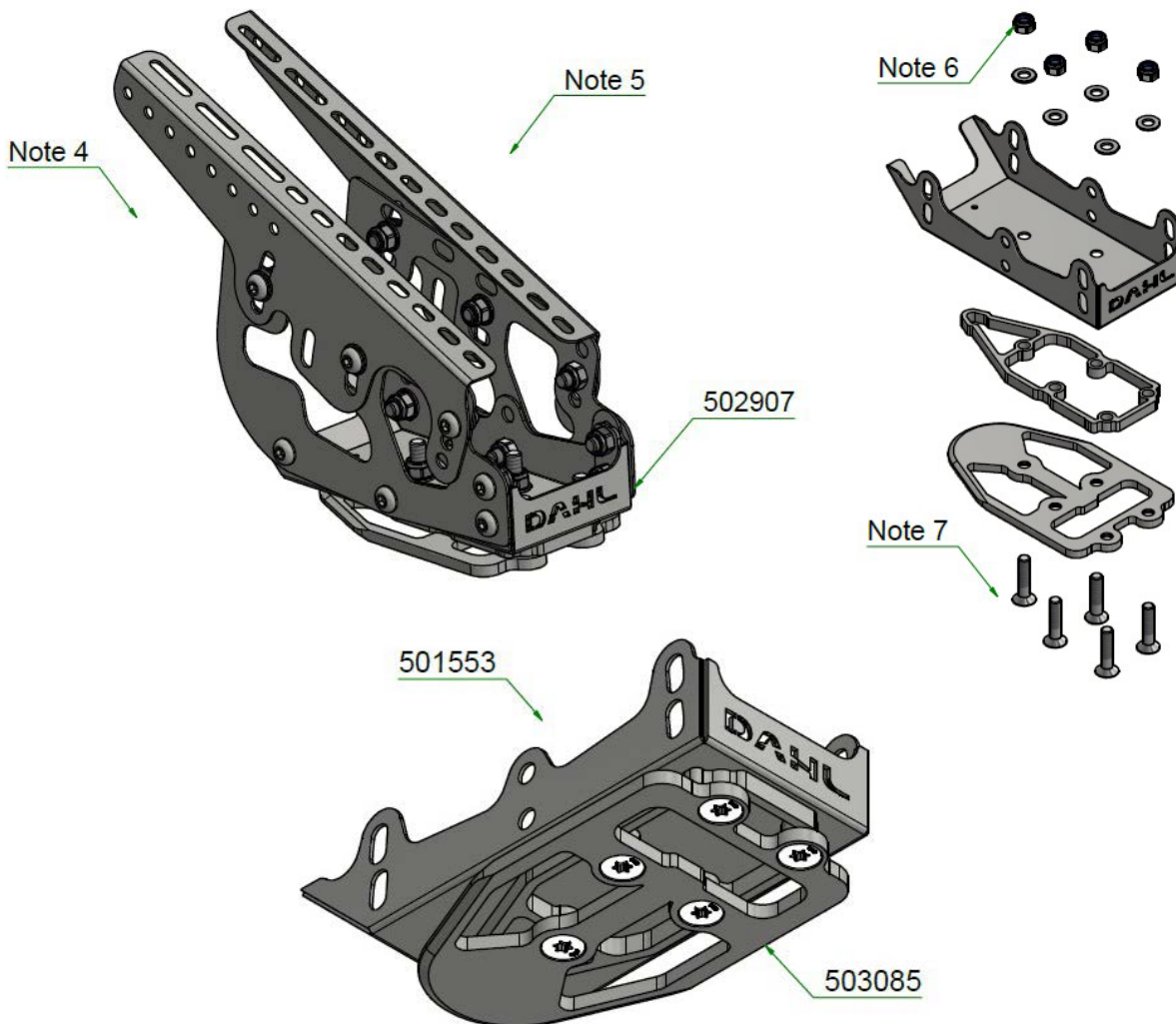
When the entire assembly process is completed measure this height H with the user sitting in the wheelchair. Make sure the tire pressure is correct beforehand!

### Note 3:

Record the measured height H minus 2 mm on the supplied sticker 503653 and place as shown.







**Note 4:**

Considering the wheelchair's configuration and the resulting ground clearance of the locking plate, assemble 502907 and 503085 - see 501553 and 502018. Do not completely tighten the screws before the final adjustment has been determined.

**Note 5:**

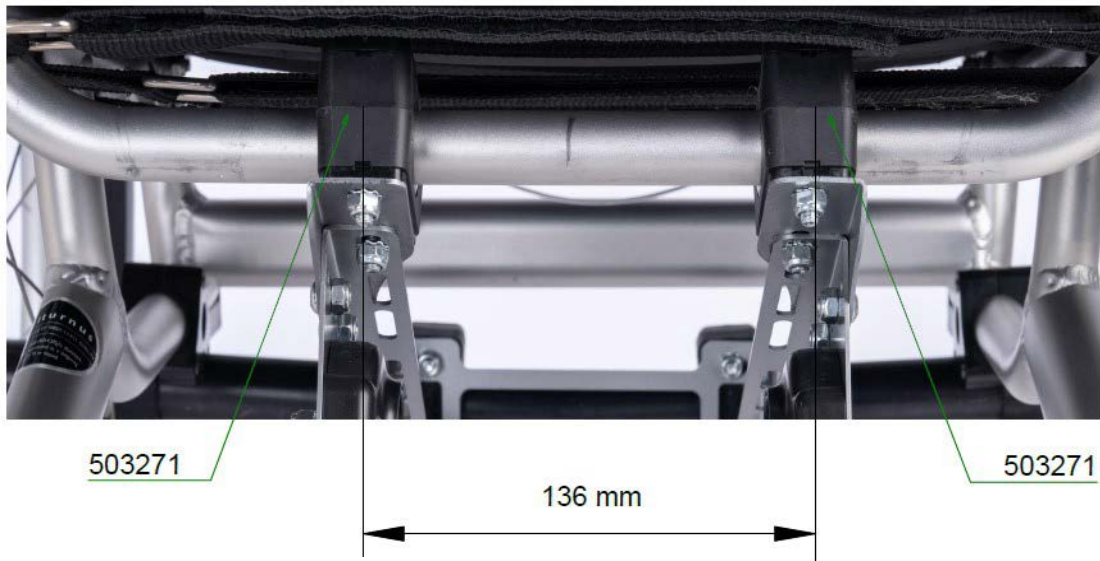
Tightening Torque 20-25 Nm.

**Note 6:**

Tightening Torque 16-18 Nm, see 501553.

**Note 7:**

**Warning:** Do not use any other bolts for the locking plate than those supplied from Dahl Engineering (part no. 502800, quality 14.9, torx key size 27). Standard countersunk M8 bolts will not be strong enough in the event of a collision. A qualified and experienced technician must carry out the installation the Dahl MADSTM adaptation system on your wheelchair.



**Note 8:**

Mount the clamps 503271 centered on the tube with the distance 136 mm - see 502018.

**Note 9:**

The thread forming screws 502729 (M5x16 mm) must be installed as locks against rotation. This is the LAST step of the installation process! After all elements have been assembled and adjusted, carry out a final functional test, whereafter  $\varnothing 4$  mm holes must be drilled through the plastic clamps and the wheelchair metal tube. Tighten screws with 4 Nm.



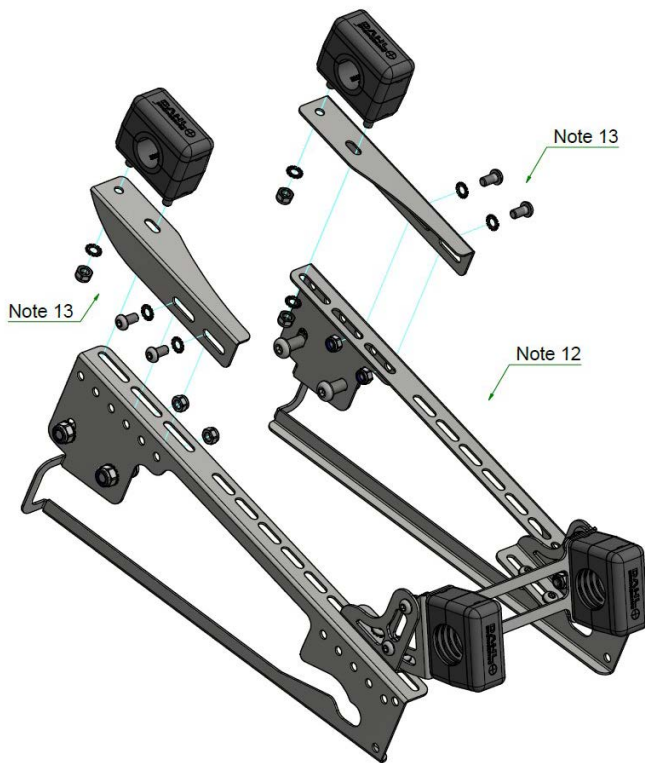
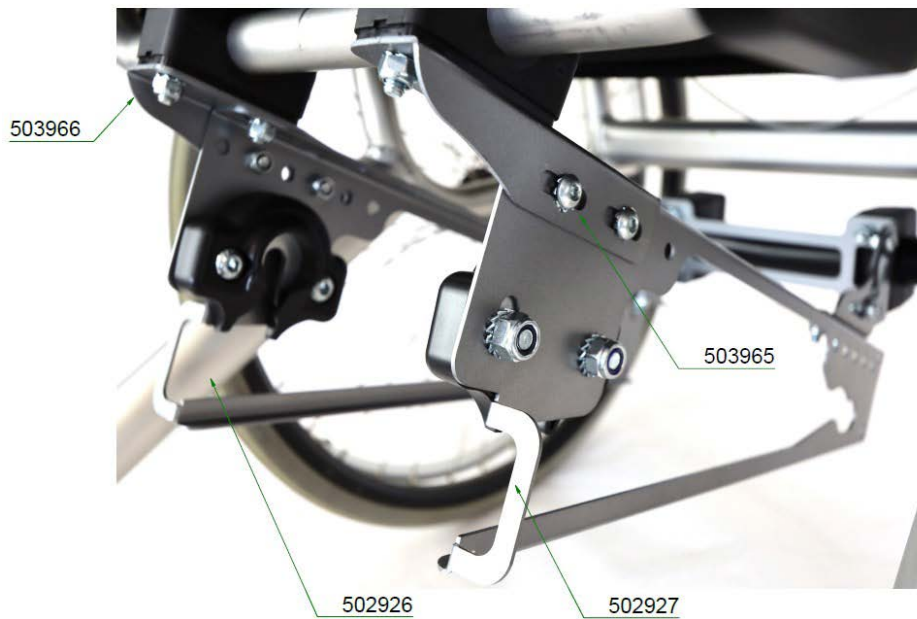
**Note 10:**

Mount the clamps 503020 centered on the tube.

**Note 11:**

503020 are assembled with bracket 502921. 502921 is assembled with brackets 502926 and 502927. Tightening Torque 4 Nm.



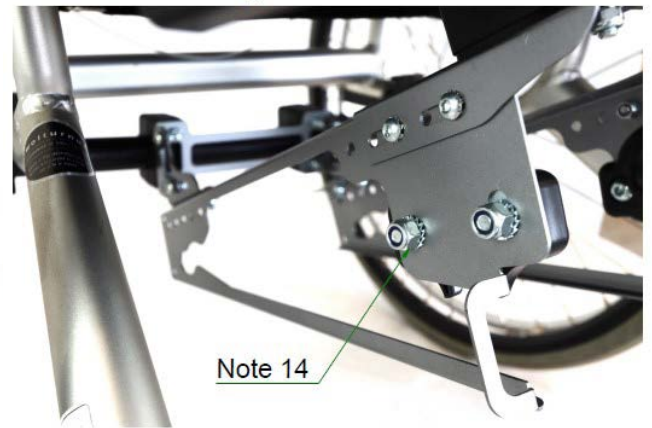
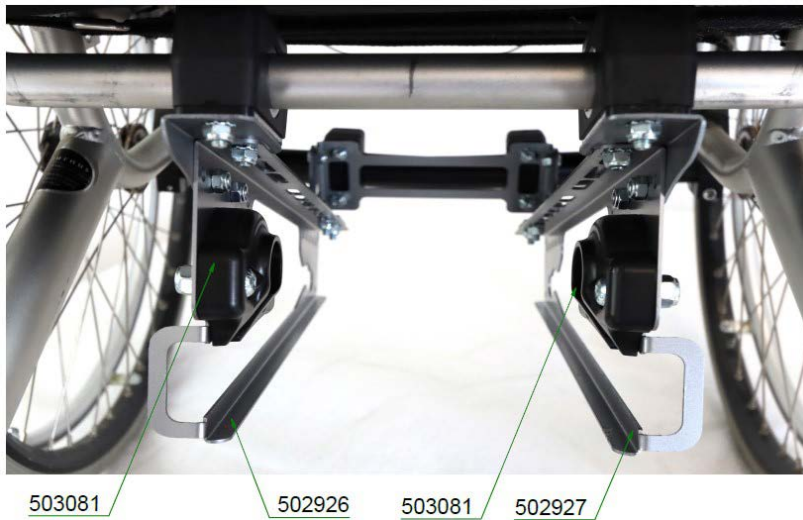


**Note 12:**

The parts are mounted mirrorverse on the opposite side.

**Note 13:**

Tightening Torque 4 Nm.

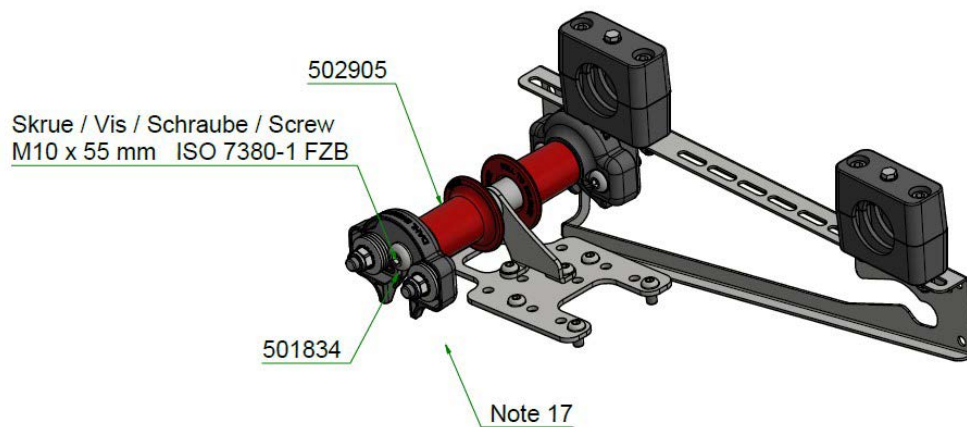
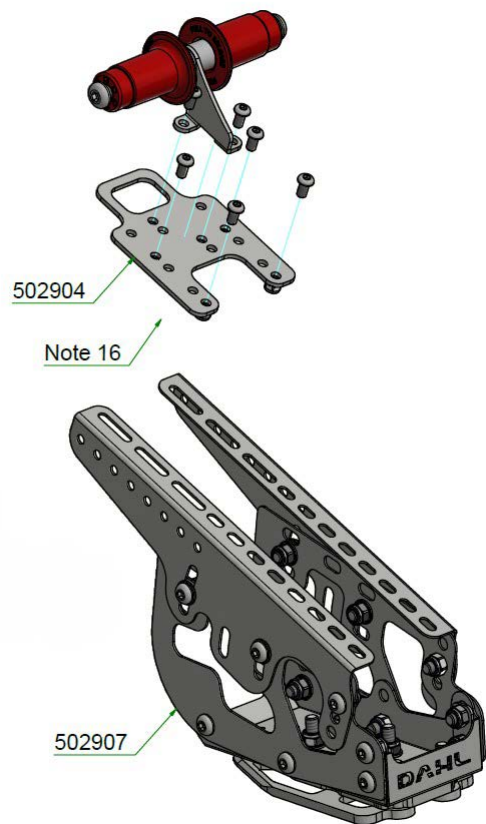
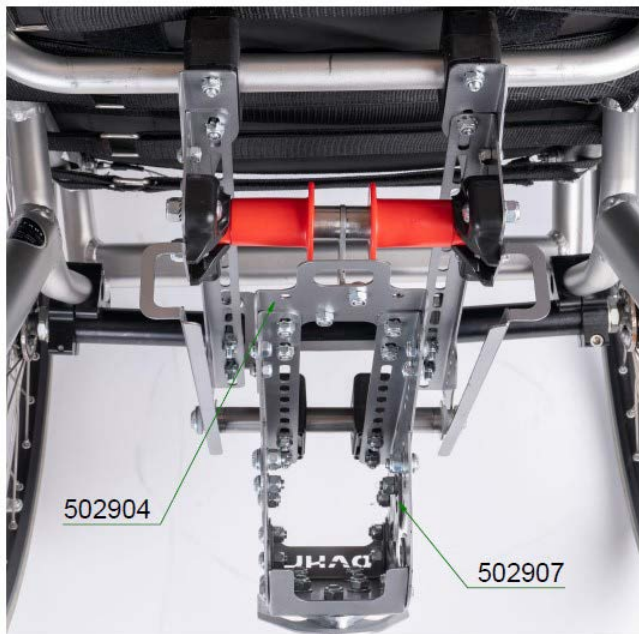


**Note 14:**

503081 are assembled with brackets 502926 and 502927. Tightening Torque 5 Nm.

**Note 15:**

The slotted holes on brackets 502926 and 502927 are used for fine-adjustment of bracket 503081. This is important to ensure that the red plungers and bolts of the pipe lock will glide smoothly in and out of the bracket 502926 and 502927. Tighten screws with 5 Nm.

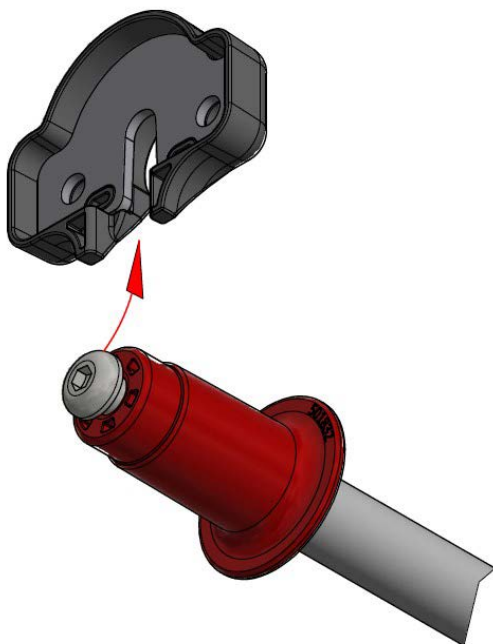
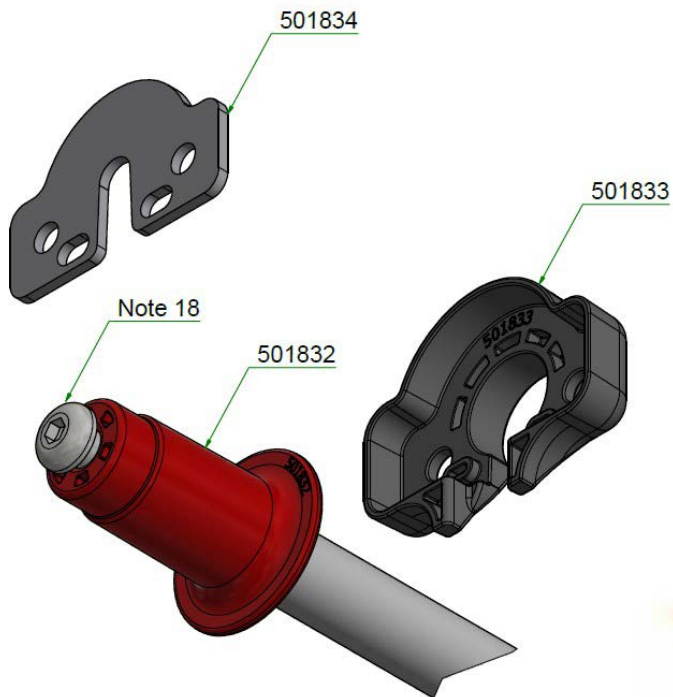


**Note 16:**

Console 502907 is assembled with bracket 502904.

**Note 17:**

The screws mounted in both ends of 502905 fit to the total outer measurement between brackets 501834, after those have been installed on the wheelchair.



**Note 18:**

The screw heads of the locking mechanism 501832 will be guided into the slots of the metal brackets 501834, that are installed inside the locking socket 501833 on both sides.



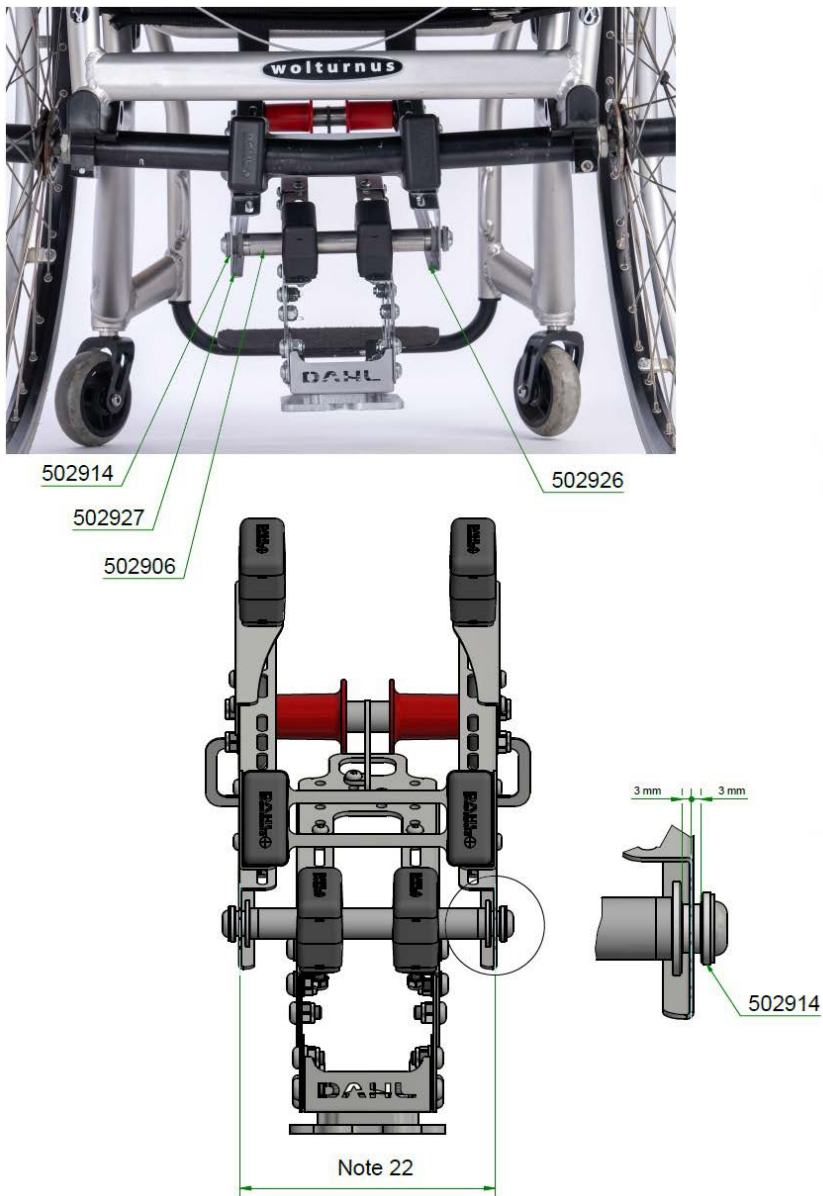


**Note 19:**

Mount cross tube 502906 centered on console 502907 using the clamps 503270.

**Note 20:**

Drill diam. 4 mm

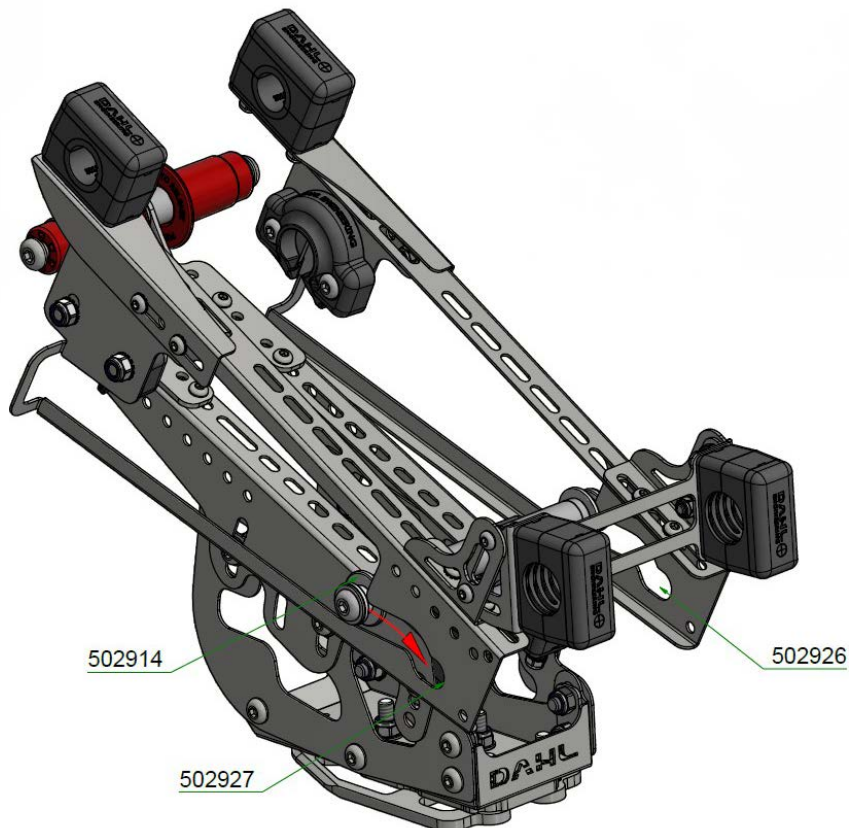


**Note 21:**

The cross tube 502906 is placed with the grooves of the plastic rolls 502914 in the brackets 502926 and 502927.

**Note 22:**

The grooves of the plastic rolls 502914 must be centered on the brackets 502926 and 502927.

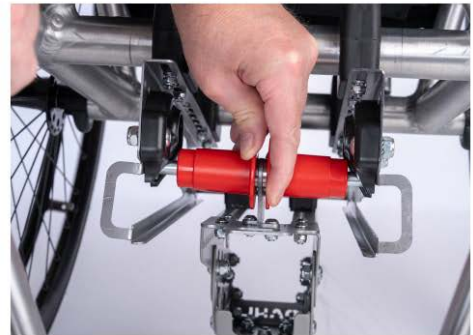
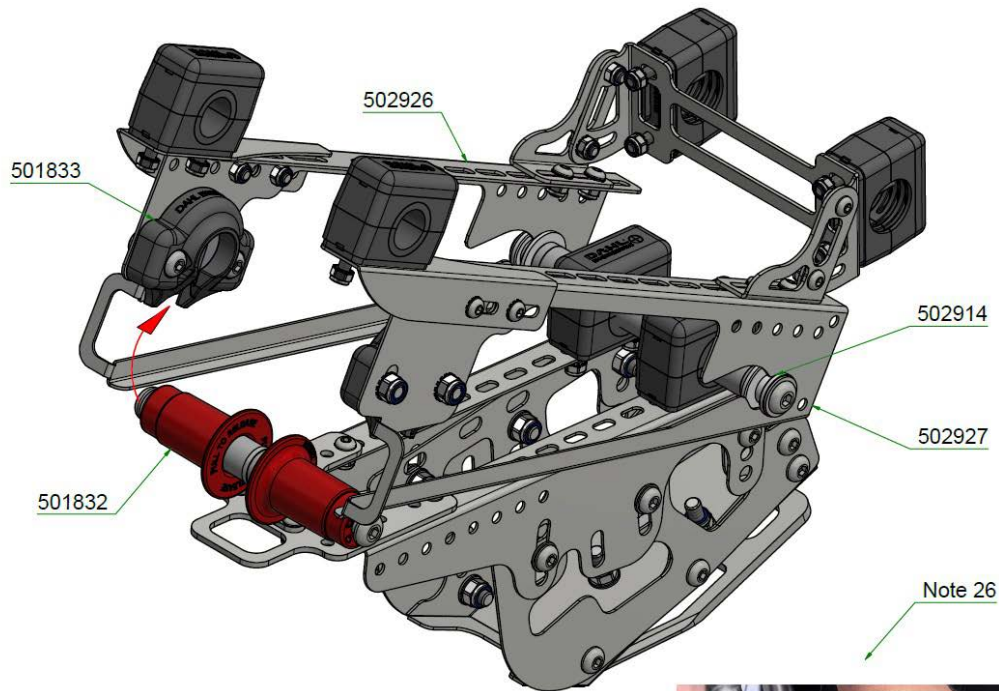


**Note 23:**

The plastic rolls 5029104, which are mounted on the cross-tube, are placed with the grooves into the bracket-openings 502926 and 502927.

**Note 24:**

Push back console, until the plastic rolls 502914 glide into the bottom of the hooks 502926 and 502927.



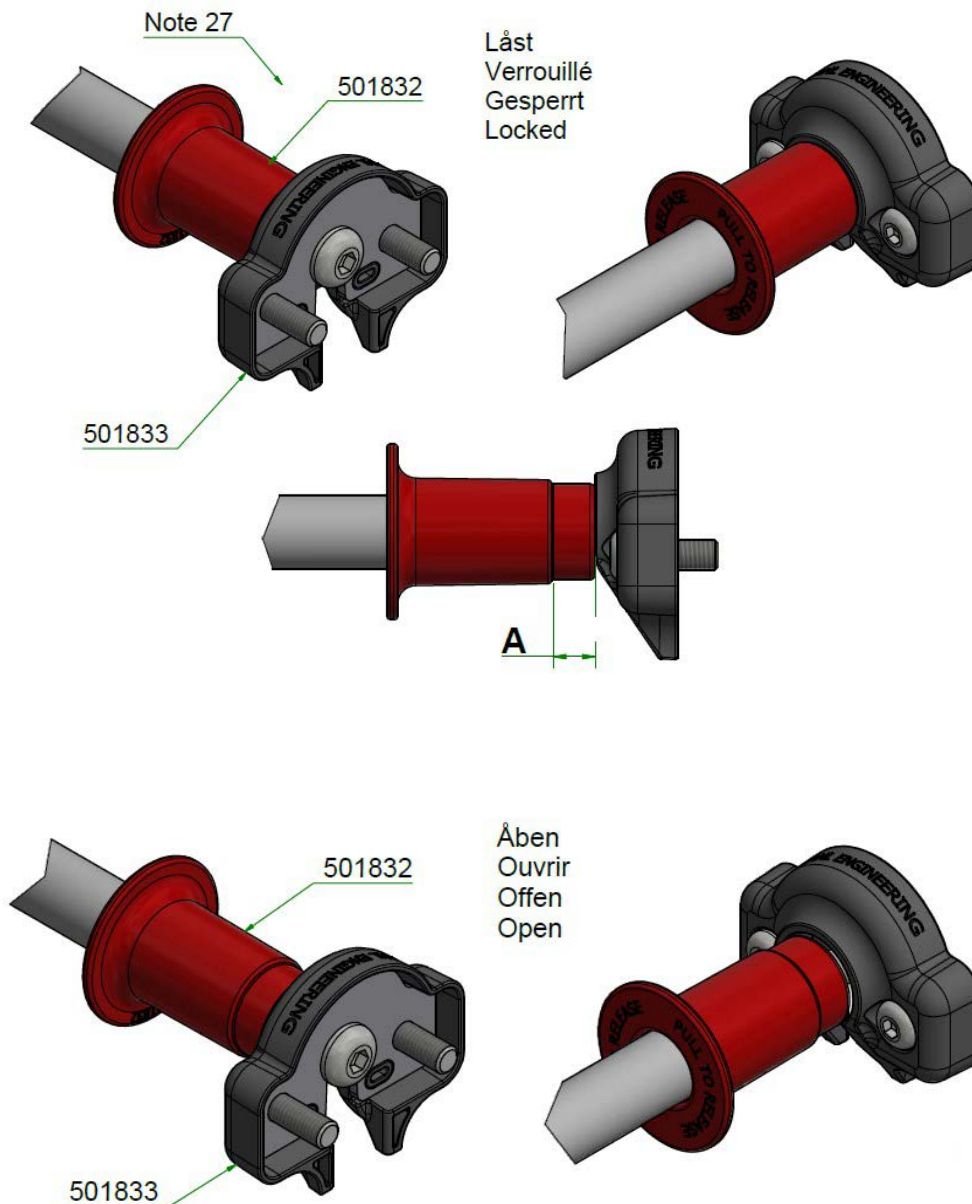
**Note 25:**

As soon as the plastic rolls 502914 are sitting correctly in the brackets 502926 and 502927, swing up the console with the two red tube locks 501832 into the locking brackets 501833 on both sides.

**Note 26:**

When the screw heads, which are mounted in the ends of the red locking plungers 501832, are positioned correctly, the spring-loaded red locking mechanisms 501832 must plunge into the sockets of the locking brackets 501833. Hereafter the console has been secured. To release the console carry out the same steps in reversed order, after the red spring-loaded locking plungers 501832 have been unlocked by sliding them inwards towards each other.





**Note 27:**

The locking tube 501832 is not locked correctly, until the shiny tips (A) on the red locking plungers 501832 are fully inserted into the sockets of the locking brackets 501833, whereafter the shiny tips (A) will no longer be visible. Check, that it has been completely locked, by pushing the red locking plungers completely out towards the sockets 501833.



**WARNING:**

**Incorrect installation of the Mads adaptation kit on the wheelchair could cause serious injury or death in a crash.** Always check the specific wheelchair manufacturer's user and installation guides to assure the correct parts are properly installed on your specific wheelchair for use with the Dahl Docking Station. Do not drive the vehicle until wheelchair and user are correctly secured.

### Instructions for use with the Dahl Docking stations

The wheelchair Wolturnus has been tested and approved according to ISO 7176-19: 2022 together with the Dahl MADS™ wheelchair adaptation system designed for securement in the automated and power-height adjustable wheelchair docking stations - Dahl VarioDock™ (part no. 503600) and the fixed height docking station Dahl MK II (part no. 501750).

Equipped with the Dahl MADS™ adaption system the Wolturnus can subsequently be secured in vehicles where a Dahl docking station has been installed. Securement with the Dahl MK II requires that its installed height corresponds with the exact height of the wheelchair locking plate to function whereas the power-height adjustable VarioDock™ can be set to suit it upon entering the vehicle.

### Transport in a road vehicle

#### **DANGER!!**

Ensure that the vehicle is suitably equipped to transport a passenger in a wheelchair and ensure the method of access /egress is suitable for your wheelchair type.

The vehicle should have the floor strength to withstand the combined weight of the occupant and wheelchair in case of a collision.

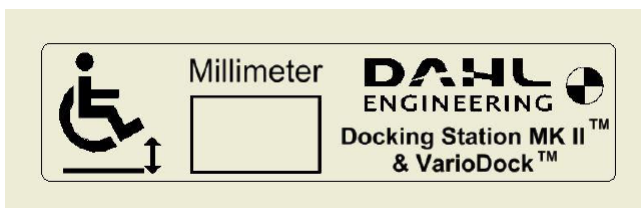
The wheelchair shall be secured in a forward-facing direction only. This wheelchair is tested according to ISO 7176-19 for use in road vehicles and meets the requirements for forward facing transport and head on collisions. The wheelchair has not been tested for other directions in a vehicle.

#### **DANGER!**

Changes or replacements must not be made to the anchorage points/car fastenings on the wheelchair for docking systems or 4-point strap tie down systems, or to constructional elements or parts of the frame, without prior consulting the manufacturer.

### Identification of the Dahl Docking system

If your wheelchair is equipped with the locking plate for the Dahl Docking systems, the following label will be present on your wheelchair.



The height noted on the label indicates the value that the height adjustable VarioDock™ control panel display must be set to. For the MK II this is the height that the docking unit must be installed at.

Failure to set/install the docking unit to the correct height might impede the locking plate from sliding smoothly into the docking unit or prevent the Docking station and wheelchair from connecting altogether.



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