

# Aero Z and ZRA

---

## Owner's Manual

### **Dealer/Supplier**

This manual must be given to the user of this wheelchair

### **Operator (Individual or Caregiver)**

Before using this wheelchair, you must read this manual in its entirety and save it for future reference

**permobil**

Serial Number \_\_\_\_\_

Customer Service +1-800-545-2266

## **⚠ WARNING - READ THIS MANUAL**

DO NOT OPERATE THIS WHEELCHAIR WITHOUT FIRST READING AND UNDERSTANDING THIS OWNER'S MANUAL. IF YOU ARE UNABLE TO UNDERSTAND THE WARNINGS, CAUTIONS AND INSTRUCTIONS, CONTACT YOUR PERMOBIL MANUAL DEALER OR PERMOBIL MANUAL CUSTOMER SUPPORT AT (800) 545-2266 BEFORE ATTEMPTING TO USE THIS WHEELCHAIR.

*IF YOU IGNORE THIS WARNING, YOU MAY FALL, TIP OVER OR LOSE CONTROL OF THE WHEELCHAIR AND SERIOUSLY INJURE YOURSELF OR OTHERS OR DAMAGE THE WHEELCHAIR.*

## **⚠ WARNING - WHEELCHAIR SELECTION**

PERMOBIL MANUAL MANUFACTURES A WIDE VARIETY OF WHEELCHAIRS TO MEET THE VARIED NEEDS OF WHEELCHAIR USERS. HOWEVER, PERMOBIL MANUAL IS NOT YOUR HEALTH CARE ADVISOR, AND WE KNOW NOTHING ABOUT YOUR INDIVIDUAL CONDITION OR NEEDS. THEREFORE, THE FINAL SELECTION OF THE PARTICULAR MODEL, HOW IT IS ADJUSTED, AND THE TYPE OF OPTIONS AND ACCESSORIES NECESSARY REST SOLELY WITH YOU, THE WHEELCHAIR USER, AND THE HEALTH CARE PROFESSIONAL THAT IS ADVISING YOU. CHOOSING THE BEST CHAIR AND SETUP FOR YOUR SAFETY DEPENDS ON SUCH THINGS AS:

1. YOUR DISABILITY, STRENGTH, BALANCE AND COORDINATION;
2. THE TYPES OF HAZARDS YOU MUST OVERCOME IN DAILY USE (WHERE YOU LIVE AND WORK AND OTHER PLACES YOU ARE LIKELY TO USE YOUR CHAIR);
3. YOUR NEED FOR OPTIONS FOR YOUR SAFETY AND COMFORT (SUCH AS ANTI-TIPS, POSITIONING BELTS OR SPECIAL SEATING SYSTEMS).

*IF YOU IGNORE THIS WARNING, YOU MAY ENDANGER YOUR HEALTH.*

## **⚠ WARNING - TIE-DOWN RESTRAINTS**

PERMOBIL MANUAL RECOMMENDS THAT WHEELCHAIR USERS NOT BE TRANSPORTED IN VEHICLES OF ANY KIND WHILE IN WHEELCHAIRS. AS OF THIS DATE, THE UNITED STATES DEPARTMENT OF TRANSPORTATION HAS NOT APPROVED ANY TIE-DOWN SYSTEM FOR TRANSPORTATION OF A USER WHILE IN A WHEELCHAIR IN A MOVING VEHICLE OF ANY TYPE. IT IS PERMOBIL MANUAL'S POSITION THAT USERS OF WHEELCHAIRS SHOULD BE TRANSFERRED INTO APPROPRIATE VEHICLE SEATING FOR TRANSPORTATION AND SHOULD USE THE RESTRAINTS MADE AVAILABLE BY THE AUTO INDUSTRY. PERMOBIL MANUAL CANNOT, AND DOES NOT, RECOMMEND ANY WHEELCHAIR TRANSPORTING SYSTEMS.

## **⚠ WARNING - SEATING RESTRAINTS**

IT IS THE OBLIGATION OF YOUR DEALER AND THE HEALTH CARE PROFESSIONALS WHO ARE ADVISING YOU TO DETERMINE IF YOU REQUIRE A SEATING RESTRAINT OR POSITIONING SYSTEM IN ORDER TO ENSURE THAT YOU CAN SAFELY OPERATE YOUR WHEELCHAIR. SERIOUS INJURY CAN OCCUR IN THE EVENT OF A FALL FROM A WHEELCHAIR.

---

**Note: The information contained in this document is subject to change without notice. An updated version of this Owner's Manual may be available at [www.permobilus.com](http://www.permobilus.com)**

---

# CONTENTS

<b>CHAPTER 1: WARNINGS</b> .....	<b>1-1</b>
GENERAL WARNINGS.....	1-1
A. SAFETY INSPECTIONS AND MAINTENANCE .....	1-1
B. ACCLIMATING TO YOUR NEW CHAIR.....	1-1
C. WEIGHT LIMITATION.....	1-1
D. PREVENTING ACCIDENTS AND INJURIES .....	1-2
E. CHANGING/ADJUSTING YOUR WHEELCHAIR .....	1-2
F. ENVIRONMENTAL FACTORS.....	1-2
G. STREET USE.....	1-2
H. TERRAIN.....	1-3
I. MOTOR VEHICLE SAFETY .....	1-3
J. WEIGHT TRAINING.....	1-3
K. OBTAINING ASSISTANCE .....	1-3
For The Wheelchair User:.....	1-3
For Attendants/Assistants:.....	1-3
WARNINGS FOR SAFE USE OF YOUR WHEELCHAIR .....	1-4
A. CLIMBING A CURB OR SINGLE STEP.....	1-4
B. CLIMBING A FLIGHT OF STAIRS.....	1-4
C. DESCENDING A CURB OR SINGLE STEP.....	1-5
D. DESCENDING A FLIGHT OF STAIRS .....	1-5
WARNINGS REGARDING FALLING AND TIPPING OVER.....	1-5
A. CENTER OF GRAVITY—STABILITY AND BALANCE .....	1-5
B. TRANSFERRING IN AND OUT OF YOUR WHEELCHAIR .....	1-6
C. BENDING/LEANING/REACHING .....	1-7
D. OBSTACLES.....	1-8
E. HILLS/SLOPES/RAMPS .....	1-8
F. ESCALATORS.....	1-9
G. ASSISTANTS AND ATTENDANTS .....	1-9
WARNINGS REGARDING COMPONENTS AND OPTIONS.....	1-9
A. ANTI-TIPS .....	1-9
B. SEAT SLINGS/CUSHIONS .....	1-10
C. UPHOLSTERY FABRIC.....	1-10
D. SEATING SYSTEMS .....	1-10
E. POSITIONING OR SEAT BELTS.....	1-11
F. ARMRESTS.....	1-11
G. FOOTRESTS/HANGERS .....	1-11
H. REAR WHEELS .....	1-12
I. AXLES .....	1-12
J. PNEUMATIC TIRES .....	1-12
K. REAR WHEEL LOCKS.....	1-13
L. PUSH HANDLES .....	1-13
M. FASTENERS .....	1-13
N. POWER DRIVE.....	1-13
O. UNAUTHORIZED PARTS AND ACCESSORIES.....	1-13

## CHAPTER 2: SAFETY INSPECTION, MAINTENANCE

<b>&amp; TROUBLESHOOTING</b> .....	<b>2-1</b>
INTRODUCTION .....	2-1
SAFETY INSPECTIONS AND MAINTENANCE.....	2-1
CLEANING AND DISINFECTING .....	2-3
Cleaning the Frame .....	2-3
Disinfecting the Frame .....	2-3
Cleaning the Upholstery.....	2-3
Axles and Moving Parts .....	2-3
STORAGE .....	2-3
TROUBLESHOOTING.....	2-4

## CHAPTER 3: FOOTRESTS..... 3-1

SAFE TREAD .....	3-1
TITANIUM FOOTREST (ZRA).....	3-1
Adjusting the Height.....	3-1
Replacing.....	3-2
TITANIUM FOOTREST (AERO Z) .....	3-2
Adjusting the Height/Replacing.....	3-2
ANGLE ADJUSTABLE FOOTREST.....	3-3
Adjusting the Angle .....	3-3
Adjusting the Height/Replacing.....	3-4
ANGLE ADJUSTABLE HIGH MOUNT FOOTREST.....	3-4
Adjusting the Angle .....	3-4
Adjusting the Height/Replacing.....	3-5
FLIP-BACK FOOTREST.....	3-5
Adjusting the Angle .....	3-5
Adjusting the Height/Replacing.....	3-5
BUCKLE ADJUSTABLE CALF STRAP.....	3-6
VELCRO® ADJUSTABLE CALF STRAP/VELCRO® PADDED ADJUSTABLE CALF STRAP .....	3-6

## CHAPTER 4: BACKRESTS AND PUSH HANDLES..... 4-1

FOLDING ADJUSTABLE HEIGHT & ANGLE BACKREST (TITANIUM OR ALUMINUM).....	4-1
Folding the Backrest .....	4-1
Unfolding the Backrest.....	4-1
Unfolding the Lock-Down Backrest.....	4-1
Adjusting the Backrest Mount .....	4-1
Changing the Backrest Angle .....	4-2
Replacing the Backrest.....	4-3
FOLDING ADJUSTABLE DEPTH, HEIGHT & ANGLE BACKREST (TITANIUM OR ALUMINUM).....	4-4
Adjusting the Depth.....	4-4
BOLT-ON PUSH HANDLES.....	4-5
Mounting .....	4-5
Removing.....	4-6
ADJUSTABLE HEIGHT PUSH HANDLES.....	4-6
Mounting .....	4-6
Removing.....	4-7

<b>CHAPTER 5: ARMRESTS .....</b>	<b>5-1</b>
SWING AWAY ARMREST .....	5-1
Adjusting the Angle .....	5-1
Adjusting the Height.....	5-2
DESK ARM WITH RIGID SIDE GUARD AND DESK ARM WITH RIGID SIDE GUARD AND TRANSFER LOOP .....	5-2
Adjusting the Armrest Height .....	5-2
Removing.....	5-2
Replacing.....	5-2
SWING AWAY FLIP-BACK ARMREST.....	5-3
Adjusting the Armrest Height .....	5-4
Adjusting the Armrest Angle .....	5-5
 <b>CHAPTER 6: SIDE GUARDS .....</b>	 <b>6-1</b>
RIGID REMOVABLE AND QUAD REMOVABLE SIDE GUARDS (ALUMINUM AND CARBON FIBER).....	6-1
Using Rigid Side Guards.....	6-1
Adjusting .....	6-1
Removing.....	6-2
Reinstalling .....	6-2
FOLD-DOWN RIGID SIDE GUARDS (ALUMINUM AND CARBON FIBER).....	6-2
Using Fold-Down Side Guards .....	6-2
Removing.....	6-2
Reinstalling .....	6-3
FENDERED CARBON FIBER SIDE GUARD.....	6-3
Using Fendered Side Guards .....	6-3
ADJUSTABLE FENDERED SIDE GUARD (ALUMINUM).....	6-3
Mounting .....	6-3
Adjusting.....	6-4
 <b>CHAPTER 7: BACK UPHOLSTERY, SEAT UPHOLSTERY AND SEAT CUSHIONS .....</b>	 <b>7-1</b>
VELCRO®-STYLE ADJUSTABLE BACK UPHOLSTERY .....	7-1
Adjusting the Tension .....	7-1
Replacing.....	7-1
TENSION ADJUSTABLE BY STRAPS BACK UPHOLSTERY .....	7-2
Adjusting the Tension .....	7-2
Replacing.....	7-3
TENSION ADJUSTABLE BY STRAPS SEAT SLING UPHOLSTERY.....	7-3
Adjusting the Tension .....	7-3
Replacing the Upholstery.....	7-4
BOLT-ON SEAT SLING.....	7-4
Adjusting the Tension .....	7-4
Replacing the Upholstery.....	7-5
SEAT CUSHIONS .....	7-5
VELCRO®-STYLE ADJUSTABLE SEAT BELT .....	7-5
Installation.....	7-6
Adjustment.....	7-7
Safety Check.....	7-7
Maintenance .....	7-7

## CHAPTER 8: AXLE PLATES & CAMBER PLUGS

<b>(CENTER OF GRAVITY; REAR SEAT HEIGHT)</b> .....	<b>8-1</b>
CAMBER MOUNTS.....	8-1
Adjusting the Rear Seat Height.....	8-1
Adjusting the Center of Gravity.....	8-2
Replacing the Camber Tube.....	8-3
Adjusting Toe-In/Toe-Out.....	8-4

## CHAPTER 9: AXLES.....9-1

STAINLESS AND TITANIUM QUICK-RELEASE AXLES.....	9-1
Adjusting.....	9-1
QUAD QUICK-RELEASE AXLES.....	9-1
Adjusting the Quad Quick-Release Handle.....	9-1
Adjusting the “Play”.....	9-3

## CHAPTER 10: WHEEL LOCKS .....10-1

COMPACT PUSH TO LOCK.....	10-1
Adjusting.....	10-1
Replacing.....	10-2
COMPACT PULL TO LOCK.....	10-2
Adjusting.....	10-2
Replacing.....	10-2
COMPACT PUSH TO LOCK AND COMPACT PULL TO LOCK WHEEL LOCKS WITH EXTENSION HANDLES.....	10-2
COMPOSITE SCISSOR LOCK.....	10-3
Adjusting.....	10-3
Replacing.....	10-3
UNI-LOCK.....	10-3
Adjusting.....	10-3
Replacing.....	10-4
Changing the Uni-Lock from the Push to the Pull Position.....	10-4
Repositioning the Handle of the Uni-Lock Wheel Lock.....	10-5
UNI-LOCK WITH EXTENSION HANDLES.....	10-6
ALUMINUM SCISSOR LOCK.....	10-7
Adjusting.....	10-7
Replacing.....	10-7

## CHAPTER 11: CASTERS, FORKS AND CASTER PIN LOCKS .....11-1

STANDARD FORKS.....	11-1
Replacing Casters.....	11-1
Replacing Forks.....	11-1
Adjusting the Front Seat Height with Standard Forks.....	11-2
Adjusting the Angle of the Fork in the Caster Mount.....	11-2
SLIPSTREAM SINGLE-SIDED FORKS.....	11-4
Replacing Casters.....	11-4
Replacing Forks.....	11-4
Adjusting the Front Seat Height – Standard Forks.....	11-5
Adjusting the Front Seat Height – Slipstream Single-Sided Forks.....	11-5
GLIDE FORKS.....	11-6
Replacing Casters - Standard Forks.....	11-6
Replacing Casters - Slipstream Single-Sided Forks.....	11-6
Replacing the Elastomer.....	11-6
Replacing Glide Forks - Standard Sided.....	11-7

<b>CHAPTER 12: REAR WHEELS .....</b>	<b>12-1</b>
REAR WHEEL WITH QUICK-RELEASE AXLE .....	12-1
Removing .....	12-1
Replacing .....	12-1
QUAD QUICK-RELEASE AXLE .....	12-1
Removing .....	12-1
Replacing .....	12-1
HANDRIMS .....	12-2
PNEUMATIC TIRES AND TUBES .....	12-2
SOLID TIRES .....	12-2
REAR WHEEL SPACERS .....	12-3
Adjusting the Rear Wheel Spacing .....	12-3
 <b>CHAPTER 13: ANTI-TIPS .....</b>	 <b>13-1</b>
ANTI-TIPS .....	13-1
Adjusting .....	13-1
Mounting the Anti-Tip Receiver .....	13-1
USER-FRIENDLY ANTI-TIPS .....	13-2
Engaging .....	13-3
Disengaging .....	13-3
Adjusting .....	13-4
Removing .....	13-4
Mounting .....	13-4
 <b>CHAPTER 14: TRANSPORTATION OPTIONS .....</b>	 <b>14-1</b>
TRANSPORTATION OPTIONS .....	14-1
GENERAL WARNINGS .....	14-2
WARNINGS REGARDING WTORS AND PROPER SET-UP .....	14-3
WARNINGS REGARDING USE OF COMPONENTS AND ACCESSORIES .....	14-4
WARNINGS REGARDING WTORS SECUREMENT POINTS .....	14-4
POSITIONING THE WHEELCHAIR IN THE VEHICLE .....	14-4
SECURING THE WHEELCHAIR TO THE VEHICLE .....	14-5
SECURING THE OCCUPANT; POSITIONING THE RESTRAINT BELTS .....	14-6
VEHICLE-ANCHORED BELTS .....	14-7
CORRECT POSITIONING OF BELTS .....	14-8
SEATING OPTIONS .....	14-11
WARRANTY MODIFICATION .....	14-11
CONFIGURATIONS TESTED CHAIRS .....	14-11
STATEMENT OF COMPLIANCE .....	14-12

# YOUR CHAIR AND ITS PARTS



## Chair Sections

1. Frames
2. Footrests
3. Backrest Upholstery
4. Release Bars (See PM Page)
5. Seat Back Type
6. Push Handles (See PM Page)
7. Rear Wheel Spacing Plugs (See PM Page)
8. Seat Upholstery
9. Camber Tubes
10. Casters (Front Wheels)
11. Caster Forks
12. Rear Wheels
13. Axles
14. Handrims
15. Rear Tires
16. Wheel Locks (See PM Page)
17. Side Guards (See PM Page)
18. Armrests (See PM Page)
19. Seat Belt (See PM Page)
20. Calf Strap (See PM Page)
21. Anti-Tips (See PM Page)

All features may not be available with some device setups or in conjunction with other device features. Please consult your supplier for more information. Your authorized supplier can also provide you with information on accessories.

# CHAPTER 1: WARNINGS

SAVE THIS MANUAL FOR FUTURE REFERENCE

## GENERAL WARNINGS

### A. SAFETY INSPECTIONS AND MAINTENANCE

#### ⚠ WARNING

It is important to keep your wheelchair in proper working condition. Chapter 2 of this Manual outlines the safety inspections that you should make before each use of your chair, as well as weekly and quarterly inspections.

1. ALWAYS inspect and maintain your Permobil Manual wheelchair strictly in accordance with the instructions and charts in Chapter 2.
2. If you detect a problem in the course of your inspections or maintenance, ALWAYS have the chair serviced or repaired to correct the problem BEFORE using the chair.
3. ALWAYS have your chair completely inspected and serviced by an authorized Permobil supplier at least once a year.
4. ALWAYS perform your safety inspections and any maintenance or adjustments while the chair is unoccupied (unless this Manual expressly states otherwise).

*If you fail to inspect or maintain your wheelchair as directed in this Manual, you may fall, tip over or lose control of the wheelchair and seriously injure yourself or others or damage the wheelchair.*

### B. ACCLIMATING TO YOUR NEW CHAIR

#### ⚠ WARNING

The intended use for the Aero Z and ZRA is to provide mobility to physically impaired individuals. The Aero Z and ZRA manual wheelchair is intended for ongoing daily use. Each wheelchair is a unique piece of medical equipment, with unique handling, maneuvering and ride characteristics. Whether you are a new wheelchair user or have years of experience, you MUST take the time to acclimate to this particular chair before you begin riding. Start slowly and take the time to learn the handling, maneuvering and ride characteristics of this chair. For example, your previous chair may have been a heavier and less responsive chair, and, therefore, you may be used to using more force than is necessary to maneuver your Permobil Manual chair.

*If you ignore these Warnings, you may fall, tip over or lose control of the wheelchair and seriously injure yourself or others or damage the wheelchair.*

### C. WEIGHT LIMITATION

#### ⚠ WARNING

Permobil Manual wheelchairs have a weight limitation which applies to the combined weight of the user and any items carried by the user. DO NOT exceed this weight limit. See Table 1-1.

**Table 1-1  
Weight Limits**

	<b>Aero Z</b>	<b>ZRA</b>
13" Seat Width (33 cm) and larger	265 lbs. (120 kg)	265 lbs. (120 kg)
12" Seat Width (30 cm) and smaller	150 lbs. (68 kg)	150 lbs. (68 kg)
Heavy Duty Edition	Not available	300 lbs. (136 kg)

*If you exceed the limit, you may fall, tip over or lose control of the wheelchair and seriously injure yourself or others or damage the wheelchair.*

## D. PREVENTING ACCIDENTS AND INJURIES

### ⚠ WARNING

1. You **MUST** be properly and fully trained in the safe use of this wheelchair by your health care advisor **BEFORE** you use this chair.
2. Together with your health care advisor, you **MUST** analyze your level of function and ability and develop your own methods for safe use that best suit you based on your level of function and ability.
3. You **MUST** learn the limits of your ability and operate this wheelchair within such limits. This means you must **PRACTICE** the maneuvers you will need to perform, such as bending, reaching and transfers, until you know the limits of your ability. **ALWAYS** practice with the assistance of someone who can help you until you know what can cause, and how to avoid, a fall or tip-over. **NEVER** try a new maneuver on your own until you are sure you can do it safely.
4. **ALWAYS** learn as much as you can about the places where you will be using your chair before you get there.
5. Anti-Tips **MUST** always be used with your wheelchair.
6. Together with your health care advisor, you **MUST** analyze your medical condition to determine whether you are capable of using this chair safely and/or what options or accessories you will require in order to use this chair safely (e.g., pressure-relief cushions, seat belts).

If any warnings stated in this manual are ignored, you may fall, tip over or lose control of the wheelchair and seriously injure yourself or others or damage the wheelchair.

## E. CHANGING/ADJUSTING YOUR WHEELCHAIR

### ⚠ WARNING

1. Use extreme caution when changing or adjusting the configuration of your Permobil Manual wheelchair. When you change or adjust the configuration, you may increase the risk of a tip-over. Therefore, you should consult your authorized Permobil Manual dealer **BEFORE** you change or adjust the configuration. Further, Permobil Manual recommends that you always use anti-tips, and this is particularly true after you have changed or adjusted the configuration of your chair.
2. Unauthorized modifications to your chair, or the use of parts not supplied or approved by Permobil Manual, may change the chair structure, may cause a safety hazard, including an increased risk of a tip-over, and will void the warranty.

## F. ENVIRONMENTAL FACTORS

### ⚠ WARNING

1. Riding your Permobil Manual wheelchair on wet, icy or other slick surfaces increases the risk of losing control of the wheelchair or tipping over. Use extra care if you must ride your chair on any such surface. If you have any doubt about your ability to negotiate a particular surface, **ALWAYS** ask for assistance.
2. Aluminum does not rust, but it will corrode. However, contact with water or excess moisture may still damage parts or components of your Permobil Manual wheelchair that are made from other materials and could cause such parts or components to fail. Therefore, **DO NOT**:
  - a. use your chair in a shower, pool, ocean or other body of water,
  - b. leave your chair in a damp location, or
  - c. fail to dry your chair as soon as you can if it gets wet or if you use water to clean it.

## G. STREET USE

### ⚠ WARNING

1. As a wheelchair rider, you **MUST** obey all traffic rules pertaining to pedestrians (use of crosswalks, etc.). Most states do not permit wheelchairs to be ridden on public roads, streets or highways (i.e., as one would drive a car), so you should not do so without first consulting the traffic laws in your own state. Even if legal, riding your wheelchair on public roads, streets or highways is extremely dangerous and is not recommended.

# CHAPTER 1: WARNINGS

---

## H. TERRAIN

### **⚠ WARNING**

Your Permobil Manual wheelchair is designed for riding over firm, relatively smooth surfaces such as concrete and asphalt outdoors and indoor flooring (wood, tile, etc.) and carpeting. Your Permobil Manual wheelchair is NOT designed for riding over sand, loose soil or rough terrain. Do NOT operate your chair in such terrain. You may damage the wheels or axles or loosen fasteners of your chair.

## I. MOTOR VEHICLE SAFETY

### **⚠ WARNING**

Permobil Manual wheelchairs are NOT designed to be used for seating in a motor vehicle, and Permobil Manual wheelchairs do NOT meet Federal standards for motor vehicle seating.

1. NEVER sit in your chair while in any type of moving vehicle (bus, automobile, van, truck, boat, train, etc.). In an accident or sudden stop, you may be thrown from the chair. In an accident or sudden stop, a wheelchair seat belt will NOT prevent injuries and may, in fact, cause injuries.
2. ALWAYS transfer to an approved vehicle seat before the vehicle begins moving.
3. ALWAYS secure yourself in the approved vehicle seat using the proper seating restraints (in a motor vehicle, lap/shoulder belts; in a plane, lap belts, etc.).
4. NEVER transport your chair in the front seat of a vehicle. Movements of the vehicle may cause the chair to shift and interfere with the driver's ability to control the vehicle.
5. When transporting your chair in a moving vehicle, ALWAYS secure your chair so that it cannot roll or shift. In most cases, stowing it in the trunk is the safest alternative.
6. NEVER use any chair that has been involved in a motor vehicle accident. A wheelchair that has been involved in a motor vehicle accident may be damaged in ways that are not readily apparent and which could cause the chair to fail in use.

## J. WEIGHT TRAINING

### **⚠ WARNING**

NEVER use your Permobil Manual wheelchair for weight training. When your chair was set up with the assistance of your health care advisor, your center of gravity was determined based on your weight, the configuration of your chair and your abilities. If you engage in weight training activities in your chair, you are altering the total weight supported by your chair and the distribution of that weight. The center of gravity of your chair may not be appropriate with the additional weight or with the different distribution of weight, which may cause the chair to tip over. The additional weight could exceed the weight limit for the chair and damage the chair. If you intend to engage in weight training, Permobil Manual recommends that you utilize weight training equipment with built-in seating and that you transfer to that seating rather than using your chair.

## K. OBTAINING ASSISTANCE

### **⚠ WARNING**

#### **For The Wheelchair User:**

ALWAYS make sure that each person who assists you reads and understands this entire Manual, especially the Warnings in Chapter 1.

#### **For Attendants/Assistants:**

1. ALWAYS work with the user's health care advisor to learn safe methods to assist the wheelchair user and to determine which methods are best suited to your abilities and those of the user.
2. ALWAYS communicate to the user what you plan to do before you do it and explain what you expect the user to do while you are taking such action. This will put the user at ease and reduce the risk of an accident due to a miscommunication.
3. ALWAYS use good posture and proper body mechanics in order to avoid injury to your back.
4. When you lift or support the user or tilt the chair, ALWAYS bend your knees slightly and keep your back as upright and straight as you can.

5. Wheelchair push handles are designed to provide a secure location for an attendant to grip the rear of the wheelchair to prevent a fall or tip-over. ALWAYS make sure the wheelchair has push handles and ALWAYS use them. REGULARLY check to make sure the push handle grips are securely seated on the back canes so they will not rotate or slip off.
6. If you are going to tilt the chair backward, ALWAYS remind the user to lean back.
7. If you are going to descend a curb or single step, ALWAYS lower the chair slowly in one easy movement. NEVER let the chair drop the last few centimeters to the ground. This may damage the chair or injure the user.
8. ALWAYS become familiar with the user's wheelchair and all of its parts and components. In particular, be very aware of any removable parts. Removable parts must NEVER be used for a handhold or lifting supports because they may inadvertently release, resulting in possible injury to the user and/or assistant.
9. Anti-tips may present a tripping hazard to the attendant. To avoid tripping over the anti-tips, unlock and rotate anti-tip tubes up, out of the way. However, if you must leave the user unattended, even for a moment, ALWAYS rotate the anti-tips back into the down position and lock the rear wheels using the wheel locks. This will reduce the risk of a tip-over or loss of control of the chair.
10. When you are learning a new assistance technique, ALWAYS have an experienced attendant help you before attempting it on your own.

## WARNINGS FOR SAFE USE OF YOUR WHEELCHAIR

### A. CLIMBING A CURB OR SINGLE STEP

#### **⚠ WARNING**

1. NEVER attempt to negotiate a curb or single step without assistance.
2. Instruct your assistant to stand at the rear of your wheelchair, with the front of the wheelchair facing the obstacle. NEVER attempt to negotiate any such obstacle backward.
3. Instruct your assistant to tilt the chair up on the rear wheels so that the front casters clear the curb or step.
4. Instruct your assistant to slowly move the chair forward and to gently lower the casters to the upper level as soon as you are sure that they are beyond the edge of the curb or step.
5. Instruct your assistant to continue to roll the chair forward until the rear wheels contact the face of the curb or step.
6. Instruct your assistant to lift and roll the rear wheels up to the upper level.

### B. CLIMBING A FLIGHT OF STAIRS

#### **⚠ WARNING**

DO NOT climb a flight of stairs with the user in the wheelchair.

However, Permobil Manual recognizes that wheelchair users may, on occasion, have no other choice. Only if you have no alternative, you should follow these steps to climb up a flight of stairs.

1. NEVER attempt to negotiate more than one step unless you have two (2) able-bodied adult assistants.
2. ALWAYS position the chair and rider facing away from the stairs, with one assistant at the rear (facing away from the stairs) and one at the front of the chair (facing the rider).
3. The assistant at the rear of the chair is in control of this procedure. He or she must tilt the chair back to its balance point on the rear wheels. NEVER attempt to lift a wheelchair by lifting on any removable (detachable) parts, including upholstery and removable push handles or push handle grips.
4. The second assistant at the front must firmly grasp a non-detachable part of the front frame (but NOT swing away hangers) with both hands and lift the chair up and over one stair at a time.
5. Each assistant then carefully moves up to the next stair.
6. Repeat Steps 1 through 5 for each stair, until you reach the landing.
7. When you reach the landing, the assistants should roll the chair backward on the two rear wheels until the casters have cleared the last step, at which point the assistants can gently lower the casters to the landing.

# CHAPTER 1: WARNINGS

---

## C. DESCENDING A CURB OR SINGLE STEP

### ⚠ WARNING

1. NEVER attempt to negotiate a curb or single step without assistance.
2. When you are still one meter from the edge of the curb or step, instruct your assistant to stand at the rear of your wheelchair and turn it around so you are facing AWAY from the obstacle.
3. NEVER attempt to negotiate any such obstacle facing forward.
4. Instruct your assistant to carefully step backwards, pulling the chair backwards, until he or she is off the curb or stair and standing on the lower level. The assistant should watch his or her step over his or her shoulder when backing up in this manner.
5. Instruct your assistant to carefully pull the chair backward until the rear wheels reach the edge of the curb or step, and to then allow the rear wheels to slowly roll down to the lower level.
6. Instruct your assistant that, when the rear wheels are safely on the lower level, he or she may then tilt the chair backward to the balance point of the rear wheels, thereby raising the casters off the upper level.
7. Instruct your assistant to slowly roll the chair backward on the rear wheels, taking small steps until the casters have cleared the step or curb and, when clear, to gently lower the casters to the ground at the lower level.

## D. DESCENDING A FLIGHT OF STAIRS

### ⚠ WARNING

DO NOT descend a flight of stairs with the user in the wheelchair.

However, Permobil Manual recognizes that wheelchair users may, on occasion, have no other choice. Only if you have no alternative, you should follow these steps to descend a flight of stairs.

1. NEVER attempt to negotiate more than one step unless you have two (2) able-bodied adult assistants.
2. ALWAYS position the chair and rider facing down the stairs, with one assistant at the rear (facing down the stairs) and one at the front of the chair (facing the rider).
3. The assistant at the rear of the chair is in control of this procedure. He or she must tilt the chair back to its balance point on the rear wheels and roll it to the edge of the first step. NEVER attempt to lift a wheelchair by lifting on any removable (detachable) parts, including upholstery and removable push handles or push handle grips.
4. The second assistant at the front must stand at the third step from the top and firmly grasp a non-detachable part of the front frame (but NOT swing away hangers) with both hands. The second assistant must lower the chair one stair at a time by letting the rear wheels roll over the stair edge. Each assistant then carefully moves down to the next stair.
5. Repeat Steps 1 through 4 for each stair, until you reach the ground level.
6. When you reach the ground level, the first assistant should carefully lower the casters to the ground.

## WARNINGS REGARDING FALLING AND TIPPING OVER

### A. CENTER OF GRAVITY—STABILITY AND BALANCE



## **⚠ WARNING**

Most falls or tip-overs occur when you go beyond the center of gravity of you and your wheelchair. Permobil Manual wheelchairs are designed to remain stable and upright in normal daily use and activities so long as you do not exceed the center of gravity. The most stable setup is with the rear wheels in the most rearward position on the chair. Anti-tips will help prevent the chair from tipping over backwards.

Every movement you make in your chair, and the rapidity with which you move, will have an effect on your center of gravity. The more you shift your body weight and the greater the speed at which you shift it, the greater the impact on your center of gravity in your chair. There is a point where your wheelchair will tip forward or backward or to the side—which is a function of your center of gravity in the chair—its center of balance and stability. The type of chair, the setup of your chair, the options on your chair and the changes you make to the setup or options will all affect the center of gravity and therefore the stability of the chair. As the stability decreases, the risk of a fall or tip-over increases. Set forth below is a list of various types of adjustments that you may be able to make to your wheelchair, depending on the wheelchair model you own, and a brief description of how those adjustments will affect your center of gravity:

1. The position of the rear wheels is the most significant factor affecting your center of gravity. The more you move the rear wheels forward, the more likely your chair will tip over backward.
2. The angle of your seat. As you increase the angle of your seat (relative to the floor), your position in the chair is shifted toward the rear of the chair, increasing the likelihood your chair will tip over backward.
3. The angle of your backrest. As you increase the angle of your backrest (relative to the seat), your position in the chair is shifted toward the rear of the chair, increasing the likelihood your chair will tip over backward.
4. The height of your seat back. As you lower the height of your seat back, you make it easier to lean back in your chair, which in turn shifts your center of gravity rearward and increases the likelihood your chair will tip over backward.
5. The position of your casters. As you move your casters rearward on the frame (toward the rear wheels), you increase the likelihood your chair will tip over forward.

Other factors will affect your center of gravity:

1. A change in your body position, posture or weight distribution. For example, if you lean forward you shift the center of gravity forward and increase the likelihood of tipping over forward.
2. Riding your chair on a ramp or slope. On an up-slope, your weight shifts to the rear and a backward tip-over becomes more likely. On a down-slope, your weight shifts to the front of the chair and a forward tip-over becomes more likely.
3. The use of a backpack or other options, and the amount of weight added by those options. For example, carrying a lot of weight in a backpack will shift the center of gravity rearward and increase the likelihood of tipping over backward. However, using a Permobil Manual seat pouch beneath the seat sling to carry heavier items will lower your center of gravity and reduce, but not eliminate, your risk of a tip-over.

In order to reduce the risk of a tip-over, you should:

1. CONSULT your doctor, nurse or therapist to find out what axle and caster position and other chair configuration options are best for you.
2. CONSULT your authorized Permobil Manual dealer BEFORE you modify or adjust your wheelchair. Often, an adjustment you wish to make can be offset by another that you have not considered. For example, you may want to adjust the back angle rearward, which will increase the likelihood of a rear tip-over. You might not think you could counteract this tendency by moving the rear wheels backward. Your authorized Permobil Manual dealer will be able to give you expert, personalized advice in such matters. See “Changing/Adjusting Your Wheelchair” on page 1-2.
3. ALWAYS have someone assist you until you learn your chair’s balance points and are completely comfortable in your ability to operate your chair under all conditions to avoid tip-overs.
4. ALWAYS use anti-tips. See “Changing/Adjusting Your Wheelchair” on page 1-2.

## **B. TRANSFERRING IN AND OUT OF YOUR WHEELCHAIR**

### **⚠ WARNING**

Transferring in or out of your wheelchair is one of the most dangerous things you can attempt relating to your wheelchair. It requires good balance, agility and upper body conditioning. At some point in every transfer, there is no wheelchair seat beneath you and the seat, bed, etc. to or from which you are transferring is not beneath you either.

# CHAPTER 1: WARNINGS

---

Important rules that will help to reduce the risk of a fall during a transfer are discussed below:

1. ALWAYS work with your health care advisor to learn safe transfer methods.
2. ALWAYS ask your health care advisor to teach you proper body positioning during a transfer and how to support yourself during a transfer.
3. ALWAYS have someone assist you when you transfer until you have learned how to transfer safely and have developed the upper body strength and coordination to transfer safely.
4. ALWAYS move your chair as close as you can to the seat (bed, etc.) to which you are transferring. If possible, use a transfer board.
5. ALWAYS lock the rear wheels using wheel locks before you transfer. NOTE: Wheel locks will NOT keep your chair from sliding away from you or tipping.
6. If your wheels have pneumatic (inflatable) tires, ALWAYS make sure to keep the tires properly inflated at all times. The wheel locks may slip if the tire pressure is low, which may cause the chair to roll unexpectedly during a transfer.
7. ALWAYS rotate the casters as far forward as possible and turn them to the seat (bed, etc.) to which you are transferring.
8. ALWAYS remove the wheelchair armrests, or swing them out of the way, so they do not impede your movement during the transfer.
9. If possible, ALWAYS remove the footrests, or swing them out of the way, to ensure your feet do not get caught between the footrests. Permobil Manual strongly recommends that you place your feet on the floor when you are transferring to or from your chair.
10. NEVER put your weight on the footrests when you are transferring to or from your chair because this may cause the chair to tip over and/or roll away.
11. When transferring into your chair, ALWAYS transfer as far back onto your seat as possible in order to reduce the risk that the chair will tip over or move away from you causing you to fall.
12. If possible, ALWAYS try to avoid falling into your chair uncontrollably when transferring into your chair. This places undue stress on your chair's components, and if your chair does start to move or tip you will not be ready to regain control.

## C. BENDING/LEANING/REACHING

### **WARNING**

When you bend, reach or lean from your chair you will affect the center of balance of your chair. Therefore, bending, reaching or leaning may cause you to fall or tip over. In order to avoid falling or tipping over, you must determine your particular safety limitations given the configuration of your chair and your body weight and type. To do this, practice bending, reaching and leaning activities (and various combinations of such activities) under the supervision of your health care advisor. Do this BEFORE attempting active use of your chair. The following will help you avoid falling or tipping over when bending, reaching or leaning from your chair:

1. NEVER bend, reach or lean in a way that requires you to move forward in your seat.
2. ALWAYS keep your buttocks in contact with the backrest and the seat cushion when bending, reaching or leaning.
3. NEVER shift your weight in the same direction you are bending, reaching or leaning.
4. NEVER reach or lean to the rear unless your chair has anti-tips locked in place.
5. NEVER reach with both hands. By keeping one hand free, you may be able to catch yourself to prevent a fall if the chair starts to tip.
6. NEVER reach or lean over the top of the seat back. If you do so you may damage the seat back tubes, which could cause you to fall.
7. ALWAYS move your chair as close as possible to the object you are trying to reach.
8. NEVER shift your weight to the footrests.
9. NEVER try to pick up an object from the floor by reaching down between your knees. You are less likely to tip over if you reach to the side of your chair when picking up an object on the floor.
10. DO NOT lock the rear wheels when bending, reaching or leaning backward. Locking the rear wheels creates a tip point and makes falling or tipping over more likely.
11. When bending or leaning, ALWAYS grasp one rear wheel with one hand. This will help to prevent a fall if the chair starts to tip over.
12. ALWAYS rotate the casters until they are trailing forward. This will make the chair more stable. NOTE: To get your casters to trail forward, first move your chair forward past the object you want to reach and, second, back up alongside the object. By moving backward, your casters will rotate and trail forward.

## D. OBSTACLES

### ⚠ WARNING

When riding outdoors, uneven pavement, sidewalk irregularities, potholes and other obstacles and road hazards can be dangerous. When riding indoors, doorway thresholds, plush carpeting and other obstacles can be dangerous. In order to avoid these risks:

1. ALWAYS be alert for such dangers.
2. ALWAYS scan the area ahead of you as you ride.
3. REMOVE or cover threshold strips between rooms.
4. INSTALL ramps at entry or exit doors from your residence. Make sure the transition from such ramps to the pavement or other surface is smooth and does not have an abrupt drop-off.
5. ALWAYS make sure the floors where you live and work are level.
6. KEEP all floors where you live and work free of obstacles and hazards.
7. When riding UP and over an obstacle, lean your upper body slightly FORWARD.
8. When riding DOWN from a higher to a lower level, press your upper body BACKWARD lightly.
9. ALWAYS keep both hands on the handrims as you go over an obstacle.
10. NEVER push or pull on any object, such as a doorknob or door jamb or furniture, in order to propel your chair.
11. If your chair has anti-tips, lock them in place before you go UP over an obstacle.

## E. HILLS/SLOPES/RAMPS

### ⚠ WARNING

The center of balance of your chair is affected by the slope of the surface over which you are riding. Because your center of balance will be affected, your chair will be less stable when it is at an angle. This is especially true when riding on a slope sideways. Furthermore, do not assume anti-tips will prevent a fall or tip-over under these conditions. The following rules may help to avoid a fall or tip-over:

1. ALWAYS go up or down a slope, hill or ramp as straight as possible. If you try to cut the corner, you will be traversing the slope, hill or ramp sideways to the slope and your risk of tipping over sideways will increase.
2. NEVER use your chair on a slope greater than 10%—a slope with an elevation greater than 30 cm in height for every three meters in length.
3. NEVER stop on a steep slope. If you stop on a steep slope, you may not be able to maintain control of the chair.
4. NEVER use rear wheel locks as a brake to slow or stop your chair. Wheel locks are NOT brakes. Doing so will most likely cause the chair to veer out of control.
5. NEVER try to turn around or change direction when going up or down a slope.
6. ALWAYS stay in the CENTER of a ramp.
7. NEVER start up or down a ramp unless you are certain the ramp is wide enough for its entire length so your wheels will not fall off the edge.
8. In order to control your speed, ALWAYS keep pressure with your hands on the handrims when going down a hill, slope or ramp. DO NOT go too fast. Excessive speed may cause you to lose control of your chair, or it may cause your casters to flutter which can cause a fall or tip-over.
9. ALWAYS lean or press your body in the UPHILL direction. This will help shift your weight to counteract the change in the center of balance caused by the hill, slope or ramp.
10. ALWAYS ask for assistance if you have any concerns at all about your ability to maintain safe control of your chair on a hill, slope or ramp.
11. ALWAYS be alert for wet or slippery conditions or surfaces, any changes in the grade of the slope (such as a lip, bump or depression), and any drop-off or lip at the bottom of a slope. For example, even a 2 cm lip at the bottom of a ramp can cause the casters to stop and cause the chair to tip forward.
12. Ramps at your home and work must meet all legal requirements for your area, including building codes. If you are having a ramp installed at your home or work, ALWAYS make sure it complies with local legal requirements.

# CHAPTER 1: WARNINGS

---

## F. ESCALATORS

### ⚠ WARNING

NEVER use your wheelchair on an escalator, not even with an assistant or attendant.

## G. ASSISTANTS AND ATTENDANTS

### ⚠ WARNING

Before you permit any person to assist you in any aspect of riding your wheelchair, you **MUST** require that the assistant or attendant fully read, understand and follow the Warnings contained in this Manual.

## WARNINGS REGARDING COMPONENTS AND OPTIONS

### A. ANTI-TIPS

#### ⚠ WARNING

Anti-tips are an optional accessory that can help to prevent your chair from tipping over backward. However, even the use of anti-tips will not guarantee that your chair will not tip over backward. Also, they will not prevent your chair from tipping over sideways or forward.

Permobil Manual strongly recommends you use anti-tips with your wheelchair. This is most especially true:

1. if you are a new wheelchair rider; or
2. even if you are an experienced rider but you are switching to a new wheelchair, regardless of whether the prior chair was as lightweight as your Permobil Manual; or
3. even if you are an experienced rider in your Permobil Manual chair but you have made any modifications or adjustments to the configuration of your chair, such as changing the position of the front or rear wheels, changing the seat height, changing the camber or changing the seat or back angle. Any modification or change to your chair can make it easier to tip over and you should use anti-tips until you have adapted to the modified configuration; or
4. even if you are an experienced rider in your Permobil Manual chair but your physical condition has changed.

In order to properly use your anti-tips, please follow the following rules:

1. Your anti-tips should be between 4 cm to 5 cm off the ground when they are locked in place in the “down” position.
2. If your anti-tips are set too LOW, they may “catch” on obstacles that you can expect to encounter in normal wheelchair use. If this happens, you may tip over and fall.
3. If your anti-tips are set too HIGH, their ability to prevent a backward tip-over will be limited and they may not prevent a tip-over at all.
4. ALWAYS keep your anti-tips locked in place in the “down” position unless:
  - a. You have an attendant (but your attendant must rotate the anti-tips into the “down” position whenever he or she leaves you unattended in your chair, even for a moment), or
  - b. You have to climb or descend a curb or step or overcome an obstacle. Even if this is the case, only unlock the anti-tips if you can safely climb or descend the curb or step or overcome the obstacle and make sure the anti-tips are locked in the “up” position.

## B. SEAT SLINGS/CUSHIONS

### ⚠ WARNING

Permobil Manual seat slings (which are standard equipment) and cushions (which are optional equipment) are not designed for the relief of pressure. If you have pressure sores, or are at risk to get them, you may need a special pressure-relieving cushion or other seating system. If you have pressure sores, consult with your doctor immediately. If you are at risk to develop pressure sores or do not know if you are at risk, consult with your doctor as to the most appropriate seating system for you. Permobil Manual has NO information about your medical condition and assumes no responsibility should you choose the wrong seating system for your medical needs. You MUST regularly check your seat sling while you are seated in your wheelchair to ensure that the tension is properly adjusted so that your weight does not cause the seat sling to touch the crosstubes beneath the seat sling.

Permobil Manual also offers a limited number of seat cushions manufactured by other manufacturers. However, the selection of any of these products is a decision to be made by you and your doctor or therapist. Permobil Manual has NO information about your medical condition and assumes no responsibility should you choose the wrong seating system for your medical needs.

## C. UPHOLSTERY FABRIC

### ⚠ WARNING

1. If the fabric of your seat sling or seat back becomes worn or torn, ALWAYS replace it immediately. If you fail to do so, the seat sling or seat back upholstery may sag or fail.
2. The upholstery on your chair is flame retardant. Laundering or allowing the upholstery to become wet repeatedly will reduce the flame retardant qualities of the fabric.
3. DO NOT “drop down” into your chair. By placing undue force on the upholstery, you will weaken the fabric and it may become worn sooner than it otherwise would. If you do “drop down” into your chair on a regular basis, inspect and replace the upholstery more often.
4. The upholstery on your chair will weaken with age and use. Regularly inspect your upholstery for fraying, thin spots, or stretching of the fabric at the rivet holes.

## D. SEATING SYSTEMS

### ⚠ WARNING

Permobil Manual does not sell any seating systems specifically designed for use with Permobil Manual wheelchairs, nor does Permobil Manual recommend any particular seating system. If your doctor or therapist recommends that you use a seating system with your Permobil Manual chair, always consult with an authorized Permobil Manual dealer to determine if the recommended seating system is compatible with your Permobil Manual chair. In addition, the following warnings must be followed:

1. If you add a seating system to your Permobil Manual chair, you will affect its center of balance. This may cause the chair to tip over. Therefore, NEVER install a new seating system on your own. Instead, have it installed by an authorized Permobil Manual dealer who can assist you in making other necessary adjustments to ensure your center of balance is maintained as closely as possible to what you are used to.
2. As with other changes to the configuration of your chair that affect its center of balance, if you add a seating system to your Permobil Manual chair, ALWAYS use anti-tips until you have fully learned to control your chair in its new configuration.
3. Keep in mind that adding a seating system also may inhibit the proper operation of a folding back wheelchair.

# CHAPTER 1: WARNINGS

---

## E. POSITIONING OR SEAT BELTS

### **⚠ WARNING**

Permobil Manual hook & loop, non-padded seat belts and offered third party positioning belts are optional equipment, are intended ONLY for use as a positioning aid for simple positioning needs, such as posterior pelvic tilt. These belts will not be sufficient for persons with more involved positioning needs. Only your health care advisor can determine the proper positioning products for your situation. If used improperly, positioning or seat belts can cause severe injury or even death. If your health care advisor has instructed you to use positioning or seat belts, make sure they instruct you on the proper usage of such belts, and such professional should supervise your use of such belts to ensure you can use them safely.

1. Belts must fit snugly in order to work properly. However, they must not be so snug they interfere with your breathing. Your health care advisor should be able to slide his or her open hand flat between the belt and your body.
2. Make sure you do not slide down in your chair while wearing a belt. If this should happen, you may suffer chest compression or be suffocated due to pressure from the belt.
3. Do not use a positioning or seat belt unless you are capable of removing the belts easily in an emergency. If you cannot do this, consult with your health care advisor for other options to help with your posture.
4. There are devices that help to keep you from sliding down in the seat of your wheelchair, such as a pelvic wedge. Consult with your health care advisor to find out if you need to use such a device in conjunction with positioning or seat belts to mitigate the risks described above.
5. NEVER use positioning or seat belts as a motor vehicle restraint. These types of belts are NOT intended to protect the wheelchair rider from the forces involved in a vehicle accident, and they may, in fact, cause you to be injured. Permobil Manual recommends wheelchair users ALWAYS transfer to appropriate motor vehicle seating when traveling in a motor vehicle.

Note to Attendants/Assistants: NEVER use positioning or seat belts as a patient restraint (a restraint requires a doctor's order) or on a wheelchair user who is comatose or agitated.

## F. ARMRESTS

### **⚠ WARNING**

Armrests are optional equipment on Permobil Manual wheelchairs. Permobil Manual armrests are detachable and are not designed to support the weight of your wheelchair. Therefore, NEVER lift your chair by its armrests. If you do, they may detach, causing you to drop the chair, or you may break the armrests or cause them to become loose and break at a later time unexpectedly. ALWAYS lift your chair by grasping the non-detachable parts of the main frame (not including the swing away hangers or backrests).

## G. FOOTRESTS/HANGERS

### **⚠ WARNING**

Certain footrests are standard equipment with Permobil Manual wheelchairs. Other, more specialized footrests are optional equipment. The following rules apply to footrests:

1. Standard Footrest measurement must be at least 2" shorter than the Front Seat Height measurement. If you set your footrests too LOW, they may "catch" on obstacles you can expect to find in normal use of your chair. If your footrests "catch," the chair may stop and tip forward.
2. NEVER lift your wheelchair by grasping the footrests or the swing away hangers. Footrests and swing away hangers are detachable and are not designed to support the weight of your chair. If you do, the footrests or the swing away hangers may detach, causing you to drop the chair, or you may break the footrests or the swing away hangers or cause them to become loose and break at a later time unexpectedly.
3. READ and understand the warnings under "Transferring In and Out of Your Wheelchair" on pages 1-7 to 1-8 of this Manual. There is important information in that section regarding your footrests and transfers.

## H. REAR WHEELS

### ⚠ WARNING

Rear wheels are standard components on your wheelchair. The positioning of the rear wheels is a critical factor in locating the center of balance of your chair. Any change to your rear wheel position will change your center of balance. Therefore, use extreme caution when making any adjustment to the position of your rear wheels.

1. As you move the rear wheels and axles forward on your chair, you shift the center of balance FORWARD. This means it is easier for your chair to tip over backward.
2. As you move the rear wheels and axles backward on your chair, you shift the center of balance BACKWARD. This means your chair is less likely to tip-over backward. However, even if your rear wheels and axles are set as far back as possible, the chair can still tip-over backward.
3. ALWAYS consult with your health care provider to determine the best rear wheel/axle setup for you based on your weight and body type and your abilities to control the chair.
4. Once you and your health care provider have determined the best rear wheel/axle setup for you, NEVER change the setup UNLESS you are sure you are not at risk to tip over.
5. If you do change the rear wheel/axle position, you MUST adjust the positioning of the rear wheel locks to ensure they work properly to lock the rear wheels. When relocating the rear wheel locks, make sure the locking arm indents the tire by at least 5 mm when the wheel lock is in the “locked” position.

## I. AXLES

### ⚠ WARNING

Stainless quick-release axles are a standard Permobil Manual wheelchair component. Other axle types are optional equipment. All Permobil Manual axles are designed to make your rear wheels easy to remove quickly. However, if not used properly, they can be dangerous.

NEVER use your chair UNLESS you are sure that both rear axles are locked into place in the axle receiver. If an axle is not fully locked into place, the rear wheel may come off during use of the chair and cause you to fall. You can tell when the axle is locked into place because the quick-release button in the center of the axle will pop out fully. It is also a good idea to pull on the wheel to double-check that the axle is securely locked as a final precaution.

## J. PNEUMATIC TIRES

### ⚠ WARNING

Pneumatic rear tires are standard components on Permobil Manual wheelchairs. Pneumatic front tires are optional equipment on some Permobil Manual wheelchairs.

With pneumatic tires, it is important to maintain the proper inflation. Maintaining the proper inflation will extend the life of your tires and will reduce the rolling resistance of your chair, making it easier to use.

1. Check your tires WEEKLY for proper inflation. The correct inflation level is imprinted on the tire sidewall.
2. DO NOT use your chair if any of the pneumatic tires are under-inflated or over-inflated.
3. If any tire is under-inflated, the chair may tend to veer to one side, which could cause you to lose control of the chair.
4. If a rear tire is under-inflated, the wheel lock for that wheel may not work properly and may slip, thereby allowing the wheel to turn unexpectedly.
5. An over-inflated tire may burst, thereby causing a loss of control of the chair.
6. ALWAYS have pneumatic tire inner tubes replaced by an authorized Permobil Manual dealer.

# CHAPTER 1: WARNINGS

---

## K. REAR WHEEL LOCKS

### **⚠ WARNING**

Standard rear wheel locks are available on all Permobil Manual wheelchairs as a no-charge option. Scissor locks and uni-locks are optional equipment. Permobil Manual wheel locks are NOT designed to slow or stop a moving wheelchair - they are NOT brakes. Wheel locks are ONLY designed to keep the rear wheels from rolling when your chair is at a complete stop.

1. NEVER attempt to “brake” by using rear wheel locks to try to slow or stop your chair when it is moving. If you do so, you will lose control of the chair and may fall.
2. ALWAYS make sure the locking arm of your wheel lock embeds into the tire at least 5 mm when in the locked position. If the wheel lock does not properly embed in the tire, the wheel lock may not work and the chair may roll unexpectedly.
3. ALWAYS maintain proper tire pressure. If a rear tire is under-inflated, the wheel lock for that wheel may not work properly and may slip, thereby allowing the wheel to turn unexpectedly.
4. When you transfer to or from your chair, ALWAYS set both rear wheel locks to prevent the rear wheels from rolling.

## L. PUSH HANDLES

### **⚠ WARNING**

Push handles are optional equipment on Permobil Manual wheelchairs. Push handles provide secure points for an attendant or assistant to hold the rear of the chair to prevent a fall or tip-over. If you have an attendant or assistant, you should have push handles installed on your chair by Permobil Manual. Permobil Manual offers push handles that are integral to the back canes. Permobil Manual recommends that you do NOT use non-Permobil Manual bolt-on push handles because they will damage the backrest of your Permobil Manual chair. Your attendant or assistant should regularly check the push handle grips to make sure they fit securely and will not rotate or slip off. Push handles should NEVER be used to lift the chair or pull the chair, especially when it is occupied, as they may detach. ALWAYS lift or pull the chair by grasping a non-detachable part of the frame (not the backrest, armrest or footrest).

## M. FASTENERS

### **⚠ WARNING**

Permobil Manual uses only high-strength, high quality fasteners (nuts, bolts, screws and clamps) on its wheelchairs. If you replace any of these fasteners with improper or inferior fasteners, you may damage your chair or may cause it to fail unexpectedly.

1. ALWAYS use fasteners obtained from an authorized Permobil Manual dealer.
2. REGULARLY inspect all fasteners to make sure they have not become loose. If any become loose, tighten them immediately.
3. NEVER over- or under-tighten the fasteners on your chair. Over-tightened or under-tightened fasteners may damage your chair or fail unexpectedly.

## N. POWER DRIVE

### **⚠ WARNING**

Certain manufacturers offer manual wheelchair power drive add-on products. Permobil Manual has approved only a limited number of these products for use with Permobil Manual wheelchairs. For more information about power add-ons approved by Permobil Manual, contact Permobil Manual Customer Service.

## O. UNAUTHORIZED PARTS AND ACCESSORIES

NEVER use parts, accessories or adapters other than those authorized by Permobil Manual. If you have any doubt about the compatibility of a particular part, accessory or adapter, consult with an authorized Permobil Manual dealer or contact Permobil Manual Customer Service.

blank page

# CHAPTER 2: SAFETY INSPECTION, MAINTENANCE & TROUBLESHOOTING

## Introduction

Your Permobil Manual wheelchair is designed, engineered and built to provide you with years of exceptional performance. However, proper maintenance and regular safety inspections are essential in order to make sure your wheelchair is operating properly, safely and at maximum efficiency. In addition, proper maintenance and regular safety inspections will extend the life of your Permobil Manual wheelchair.

## Safety Inspections and Maintenance

### ⚠ WARNING

*If you fail to inspect and maintain your wheelchair as directed in this Manual, you will be at risk for health complications or you may fall, tip over or lose control of your wheelchair and seriously injure yourself or others or damage the wheelchair.*

### ⚠ WARNING

After making ANY adjustments or repairs to your wheelchair and after any servicing of your wheelchair, ALWAYS make sure all attachment hardware is tightened securely BEFORE using the chair.

1. You MUST inspect and maintain your Permobil Manual wheelchair strictly in accordance with the following chart.
2. If your inspection uncovers any problem, make sure to service or repair the problem BEFORE using the wheelchair.
3. If your inspection reveals any loose, worn, bent or damaged parts, you MUST tighten, repair or replace them before using your Permobil Manual wheelchair.
4. Clean your wheelchair ONLY in accordance with the instructions under “Cleaning” on page 2-3.
5. Annually, or more often if necessary, you MUST have your wheelchair serviced and thoroughly inspected by a qualified Permobil Manual dealer.
6. In addition to the maintenance and safety inspections indicated in the chart below, ALWAYS make sure that all nuts and bolts are tight before riding in your wheelchair.

Inspection Item	Initially	Weekly	3 Months
<b>General</b> <ul style="list-style-type: none"><li>• Make sure chair rolls straight (does not drag or pull to one side)</li><li>• Inspect for loose/missing/broken/worn/damaged hardware</li></ul>	√ √	√ √	
<b>Rear Wheels</b> <ul style="list-style-type: none"><li>• Inspect for cracked, bent or broken spokes</li><li>• Make sure all spokes are uniformly tight</li><li>• Inspect hubs and rims for cracks and wear</li><li>• Inspect for “trueness” (excessive side movement when wheel lifted and spun indicates lack of “trueness”)</li></ul>	√ √ √ √	√  √	√  √
<b>Quick-Release/Quad-Release Axles</b> <ul style="list-style-type: none"><li>• Make sure axles are free of dirt and lint</li><li>• Wipe axle with cloth using either a “dry” silicone spray or a “dry” Teflon®-based lubricant</li><li>• Make sure that axles lock properly in axle sleeve</li></ul>	√  √	  √	√ √
<b>Rear Tires</b> <ul style="list-style-type: none"><li>• Check for proper inflation as per sidewall of pneumatic tire</li><li>• Inspect for cracks, wear and flat spots</li></ul>	√ √	√ √	

## CHAPTER 2: SAFETY INSPECTION, MAINTENANCE & TROUBLESHOOTING

Inspection Item	Initially	Weekly	3 Months
<b>Camber Tube/Axle Sleeves</b> <ul style="list-style-type: none"> <li>• Make sure camber plug clamps are securely tightened</li> <li>• Make sure camber plugs are secure in camber plug clamps and axle sleeves are secure in camber plugs</li> </ul>	√ √	√ √	
<b>Handrims</b> <ul style="list-style-type: none"> <li>• Inspect for signs of rough edges or peeling</li> <li>• Make sure handrims are securely attached to rim</li> </ul>	√ √		√ √
<b>Wheel Locks</b> <ul style="list-style-type: none"> <li>• Make sure wheel locks embed proper distance into tire and prevents chair from moving when engaged</li> <li>• Make sure wheel locks do not interfere with tire when disengaged</li> <li>• Make sure pivot points are free of wear and looseness</li> </ul>	√ √ √	√ √ √	
<b>Seat Sling and Back Upholstery</b> <ul style="list-style-type: none"> <li>• Inspect for rips or sagging</li> <li>• Inspect fastening flaps to ensure they are securely attached</li> <li>• Inspect while seated to ensure sling supports your weight and does not touch crosstubes</li> </ul>	√ √ √	√ √	√
<b>Casters/Forks</b> <ul style="list-style-type: none"> <li>• Inspect wheels and tires for cracks and wear</li> <li>• Inspect wheel/fork assembly for proper tension by spinning caster (caster should come to a gradual stop); if caster wobbles, tighten the axle</li> <li>• Inspect wheel/fork assembly/stem bolt to ensure that stem bolt is secure (wheel/fork assembly should not have excessive play relative to the stem bolt but should rotate freely); if necessary, tighten the stem bolt</li> <li>• Ensure that wheel bearings are clean and free from moisture</li> <li>• If pneumatic, check for proper inflation as per the sidewall</li> </ul>	√ √ √ √ √	√ √ √	√ √
<b>Armrests</b> <ul style="list-style-type: none"> <li>• Inspect to ensure that all hardware is securely attached</li> </ul>	√	√	
<b>Footrests/Hangers</b> <ul style="list-style-type: none"> <li>• Inspect to ensure that all hardware is securely attached</li> </ul>	√	√	
<b>Anti-tips</b> <ul style="list-style-type: none"> <li>• Inspect anti-tip wheel for cracks and wear</li> <li>• Inspect to ensure that anti-tip receiver is securely attached</li> </ul>	√ √	√	√
<b>Frame</b> <ul style="list-style-type: none"> <li>• Inspect for cracks</li> </ul>	√		√

# CHAPTER 2: SAFETY INSPECTION, MAINTENANCE & TROUBLESHOOTING

---

## Cleaning and Disinfecting

Clean your chair regularly. Cleaning often will reveal loose or worn parts and enhance the smooth operation of your chair.

### Cleaning the Frame

1. If your titanium frame came with a “Satin” finish, use a soft cloth to clean the finish. If necessary, moisten the cloth with glass cleaner. If the “Satin” finish of your chair becomes scratched, you can buff out the scratch using the grey, ultrafine Scotch Brite™ pad that was shipped with your chair. Moisten the pad with water and rub it over the scratch in a circular motion. After buffing, wipe off the buffed area using a soft cloth moistened with glass cleaner or wood furniture polish.

**Note:** Do NOT use a Scotch Brite™ pad on the logo, and NEVER use steel wool to clean your frame.

**Note:** Over-the-counter Scotch Brite™ pads will not work as effectively as the grey, ultrafine Scotch Brite™ pad that shipped with your chair. If you have misplaced the grey, ultrafine Scotch Brite™ pad, contact Permobil Customer Service to purchase a replacement.

2. If your titanium chair came with a “Polished” finish, use a soft cloth to clean the finish. If necessary, moisten the cloth with glass cleaner.

**Note:** NEVER use Scotch Brite™ pads or steel wool on a polished frame.

3. If your chair has a painted frame, use a soft clean cloth with soap and water to clean the frame. Immediately dry all components and parts that become wet.

**Note:** Do NOT use Scotch Brite™ pads, steel wool, abrasive cleaners or petroleum-derived products to clean a painted aluminum or titanium frame.

### Disinfecting the Frame

To disinfect, moisten a soft clean cloth with a mixture of one-part household liquid bleach to nine parts water and wipe your frame and components. Give special attention to components that receive frequent touching like handrims, push handles, and wheel locks. Immediately dry all components and other parts of the chair that have become wet.

### Cleaning the Upholstery

1. Regularly hand-wash the seat sling and back upholstery using water and a mild detergent. Always allow the upholstery to air dry before riding in the chair.
2. NEVER machine wash the upholstery, and NEVER machine dry the upholstery.
3. When washing the upholstery, carefully check for sagging, rips or tears. If you find any rips or tears, you MUST order new upholstery.
4. After washing the seat sling, always check the tension while seated in the chair to ensure the sling does not touch the cross tubes beneath the seat sling.

### Axles and Moving Parts

Clean axles and other moving parts weekly with a slightly damp cloth. The cloth should not be wet. Try to wipe away any lint, dust or dirt on these parts that could interfere with their smooth operation. DO NOT use WD-40®, 3-in-1 oil®, or other penetrating lubricants on quick-release or quad release axles. Instead, as indicated in the chart under “Safety Inspections and Maintenance”, ALWAYS use either a “dry” Teflon®-based lubricant or a “dry” silicone spray as a lubricant.

## Storage

1. Always store your chair in a clean, dry location. Excessive dirt can cause moving parts to become damaged or fail. Moisture can rust or corrode the components of your chair.
2. Always fully inspect your chair after it has been stored for any period of time before riding in it. See the chart under “Safety Inspections and Maintenance” on pages 2-1 to 2-2.
3. If you store your chair for more than three (3) months, have your chair inspected by an authorized Permobil Manual supplier.

# CHAPTER 2: SAFETY INSPECTION, MAINTENANCE & TROUBLESHOOTING

## Troubleshooting

Your Permobil Manual wheelchair is a precision-engineered product. To ensure your chair continues to operate at peak performance, you will need to make minor adjustments from time to time—especially if you alter the original factory settings. The chart below provides advice on solving some of the more common “adjustment” issues you may experience. If the solutions below do not solve your problem or if you experience a problem not addressed below, please contact an authorized Permobil Manual supplier or Permobil Manual Customer Service. Please note, if more than one solution in the chart below applies to your particular adjustment issue, always try one solution at a time until the problem is solved.

Chair Veers Right or Left	Caster Flutter	Looseness in Chair	Squeaks and Rattles	Sluggish Turning or Performance	Floating Caster	Solution
√	√			√	√	If you have pneumatic front and/or rear tires, make sure that the tires are properly and equally inflated
	√	√	√	√		Make sure that all nuts and bolts are securely tightened
		√	√			Make sure that all spokes and nipples are uniformly tight on all spoked wheels
√	√			√	√	Make sure that caster barrels and mounts are properly adjusted
	√	√	√	√		Make sure that rear wheels are equally spaced away from the seat frame
√				√		Adjust the toe-in/toe-out of the rear wheels
					√	Make sure that both sides of the footrest are set at an equal distance from the floor

### ⚠ WARNING

Check all clamps, screws, nuts and bolts that secure the footrest to the wheelchair frame to make sure they are securely tightened before using the wheelchair.

### ⚠ WARNING

A calf strap or heel loop is offered as an option with each wheelchair to prevent your feet from slipping backwards off of the footrest. Permobil Manual recommends that you purchase our calf strap or our heel loops with your wheelchair. Always make sure the calf strap is, or heel loops are, secure when using the wheelchair.

### ⚠ WARNING

Whenever you adjust the angle or height of your footrest, or you replace your footrest, always allow at least 5 cm of ground clearance to permit you to maneuver over objects.

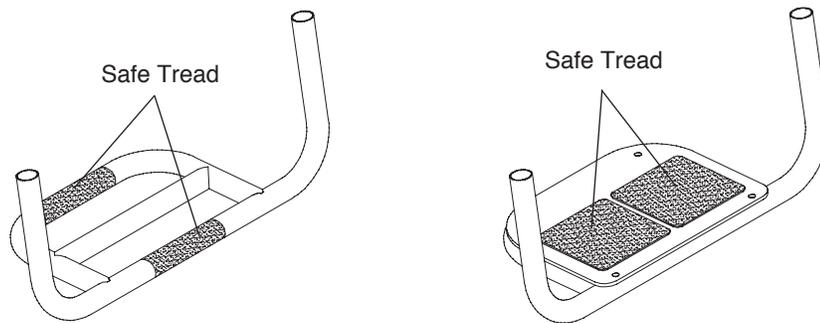
# CHAPTER 3: FOOTRESTS

## Safe Tread

If you ordered your wheelchair with either the Titanium Footrest with Flat ABS Cover or the Titanium Open Loop Footrest, enclosed with your chair are two 10 cm squares of self-adhesive Safe Tread. Safe Tread provides a more slip-resistant surface than the footrest of your chair. Use of the Safe Tread is optional, but Permobil Manual recommends you use it in order to reduce the likelihood of your feet slipping off the footrest during use of your chair. If you choose to apply the Safe Tread to your footrest, follow the following instructions:

1. See Figure 3-1 for the suggested location of the Safe Tread.
2. Without removing the adhesive backing strip, position the Safe Tread on the footrest and, if necessary, use a pen or pencil to draw any edges that need to be trimmed.
3. Carefully cut the Safe Tread to size using scissors, knife or razor blade.
4. Thoroughly clean and dry the footrest.
5. Peel the adhesive strip backing from the Safe Tread and press firmly to the surface of the footrest, starting from the center and working toward the edges of the Safe Tread, making certain the edges are fully adhered.

**Figure 3-1**  
**Footrest with Safe Tread**



## Titanium Footrest (ZRA)

### Adjusting the Height

Tools Needed:

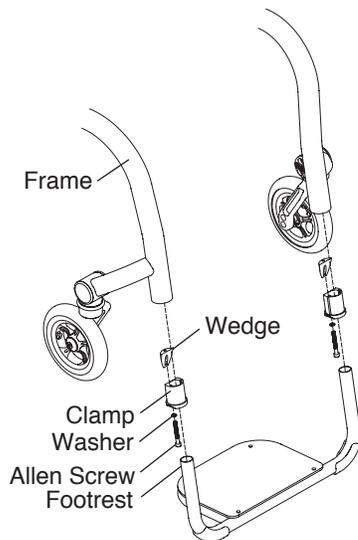
- 4 mm Allen Wrench
- Rubber Mallet
- Ruler

1. Loosen, but do not remove, the Allen screws in the two clamps that secure the footrest to the frame. See Figure 3-2. Loosen each Allen screw until the entire head of the screw is completely visible outside the clamp.
2. Tap the head of each screw with a rubber mallet to release the wedge inside the frame tube. This will allow the footrest to move freely.
3. Adjust the footrest to the desired height. Standard Footrest measurement must be at least 2" shorter than the Front Seat Height measurement. To measure Front Seat Height, measure from floor to top of seat tube at front edge of seat sling. See Figure 3-3. Tighten the Allen screws in the clamp so the footrest height cannot change. Ensure proper ground clearance for your surrounding environment after adjustment.

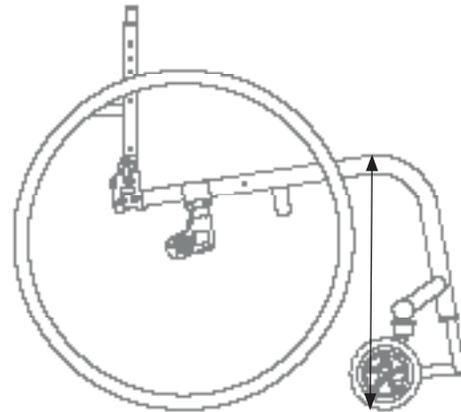
**Note:** When adjusting the height of the footrest, make sure that at least 4.5 cm of the extension tube remains up inside the frame tube. See Figure 3-5.

4. Repeat the procedure from Step 3 above on the right side of the footrest.
5. When both sides are set at an equal distance from the floor, make sure all four wheels are in contact with the floor and make sure that the Allen screw in each clamp is in the most rearward position. Fully tighten the two Allen screws in the clamps that secure the footrest to the chair frame, making sure the clamp remains securely butted up against the end of the frame tube.

**Figure 3-2**  
**Replacing**



**Figure 3-3**  
**Adjusting the Height**



## Replacing

Tools Needed:

- 4 mm Allen Wrench
- Rubber Mallet
- Ruler

1. Loosen, but do not remove, the Allen screws in the two clamps that secure the footrest to the frame. See Figure 3-2. Loosen each Allen screw until the entire head of the screw is completely visible outside the clamp.
2. Tap the head of the screw with a rubber mallet to release the wedge inside the frame tube. This will allow the footrest (along with the clamp, wedge, washer and Allen screw) to be completely removed.
3. Insert the new footrest into one clamp and, holding the wedge in place against the clamp, partially screw the Allen screw through the washer and into the clamp and the wedge. Repeat this procedure with the other clamp and wedge.
4. Slide both clamps into both frame tubes until each clamp is securely butted against the end of each frame tube.
5. Place the end of a ruler on the floor and hold it vertically against the left corner of the footrest. See Figure 3-3. Adjust the left side of the footrest to the desired height (standard Footrest measurement must be at least 2" shorter than the Front Seat Height measurement. To measure Front Seat Height, measure from the floor to top of seat tube at front edge of seat sling) and tighten the Allen screw in the left clamp so the left side of the footrest cannot change.
6. Repeat the procedure from Step 5 above on the right side of the footrest.
7. When both sides are set at an equal distance from the floor, make sure all four wheels are in contact with the floor and make sure that the Allen screw in each clamp is in the rearward position. Fully tighten the two Allen screws in the clamps that secure the footrest to the chair frame, making sure the clamp remains securely butted up against the end of the frame tube.

## Titanium Footrest (Aero Z)

### Adjusting the Height/Replacing

Tools Needed:

- 4 mm Allen Wrench
- Ruler

1. Loosen, but do not remove, the two Allen screws that engage the T-Nuts to the clamps that secure the footrest to the frame. See Figure 3-4. Loosen the screws just enough to permit the footrest tubes to slide up and down within the covers. Do not detach the footrest clamps from the frame.
2. If replacing the footrest, remove the old footrest and insert the new footrest tubes through the covers and clamps and into the frame.

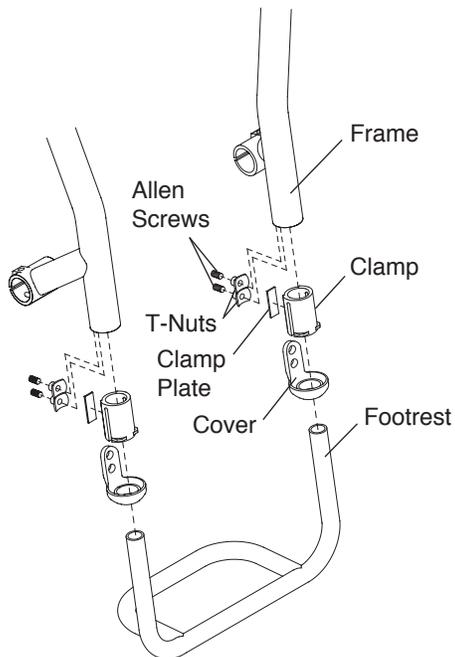
## CHAPTER 3: FOOTRESTS

3. Adjust the footrest to the desired height. Standard Footrest measurement must be at least 2" shorter than the Front Seat Height measurement. To measure Front Seat Height, measure from floor to top of seat tube at front edge of seat sling. See Figure 3-3. Tighten the Allen screws in the clamp so the footrest height cannot change. Ensure proper ground clearance for your surrounding environment after adjustment.

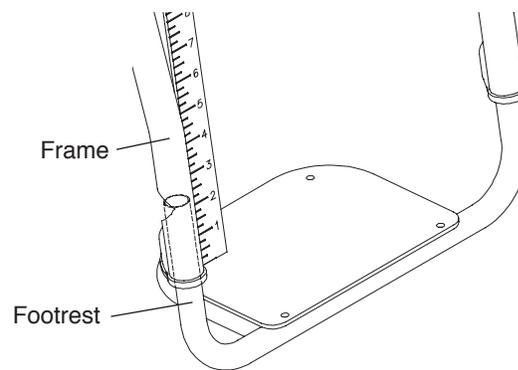
**Note:** When adjusting the height of the footrest, make sure that at least 4 cm of the extension tube remains up inside the frame tube. See Figure 3-5.

4. Repeat the procedure from Step 2 above on the right side of the footrest.
5. When both sides are set at an equal distance from the floor and both casters are in contact with the floor, fully tighten the two Allen screws into the two T-Nuts securing the footrest to the frame, making sure the covers remain securely butted up against the end of the frame tube.

**Figure 3-4**  
Replacing



**Figure 3-5**  
Adjusting the Height



### Angle Adjustable Footrest

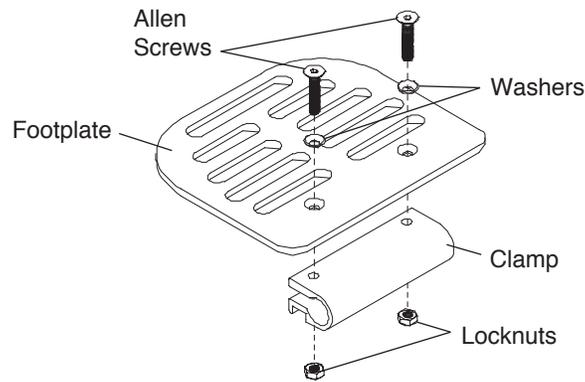
#### Adjusting the Angle

Tools needed:

- 4 mm Allen Wrench

1. Loosen, but do not remove, the two Allen screws that secure the footplate to the clamp. See Figure 3-6.
2. Adjust the footrest to desired angle.
3. Tighten the Allen screws, making sure the screws and the locknuts are secure and will not permit the footplate to move up or down under weight.

**Figure 3-6**  
**Adjusting the Angle**



## Adjusting the Height/Replacing

The Angle Adjustable Footrest can be replaced or the height adjusted by using the tools and following the procedures under “Titanium Footrest with Flat ABS Cover - Adjusting the Height/Replacing” on page 3-2.

## Angle Adjustable High Mount Footrest

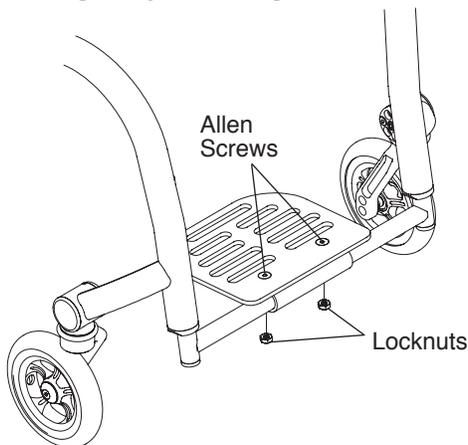
### Adjusting the Angle

Tools needed:

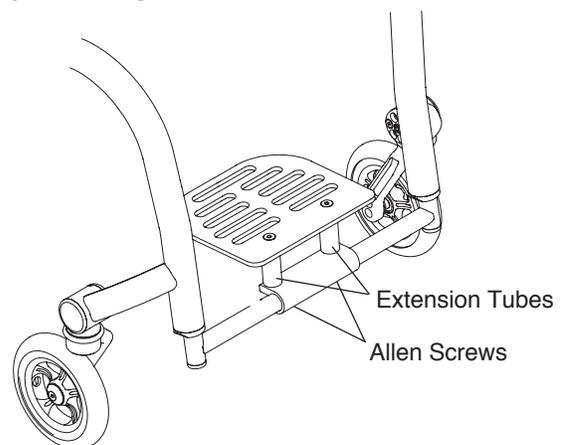
- 4 mm Allen Wrench (no high mount extension tubes)
- 5 mm Allen Wrench (high mount extension tubes only)

1. Loosen, but do not remove, the two Allen screws that secure the footplate to the clamp. See Figure 3-7. If your footrest has extension tubes (see Figure 3-8), you will have 5 mm Allen screws in place of locknuts and you will only need to loosen these latter Allen screws to adjust the angle.
2. Adjust the footrest to the desired angle.
3. Tighten the Allen screws and locknuts (or 5 mm Allen screws), making sure the screws and the locknuts (or 5 mm Allen screws) are secure and will not permit the footplate to rotate up or down under weight.

**Figure 3-7**  
**Angle Adjustable High Mount Footrest**



**Figure 3-8**  
**Angle Adjustable High Mount Footrest with Extension Tubes**



# CHAPTER 3: FOOTRESTS

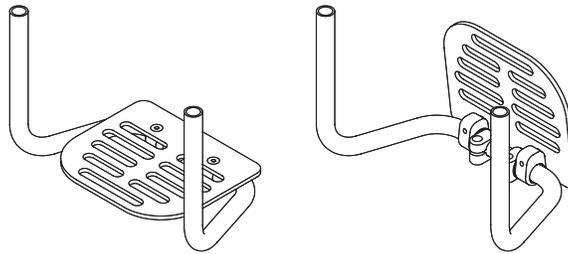
## Adjusting the Height/Replacing

The Angle Adjustable High Mount Footrest for the Aero Z wheelchairs can be replaced or the height adjusted by using the tools and following the procedures under “Titanium Footrest (Aero Z)” on page 3-3.

## Flip-Back Footrest

The Flip-Back Footrest can be flipped upward and backward to position the footplate out of the way for purposes of transferring into and out of the wheelchair. See Figure 3-9.

**Figure 3-9**  
**Flip Back Footrest**



## Adjusting the Angle

Tools needed:

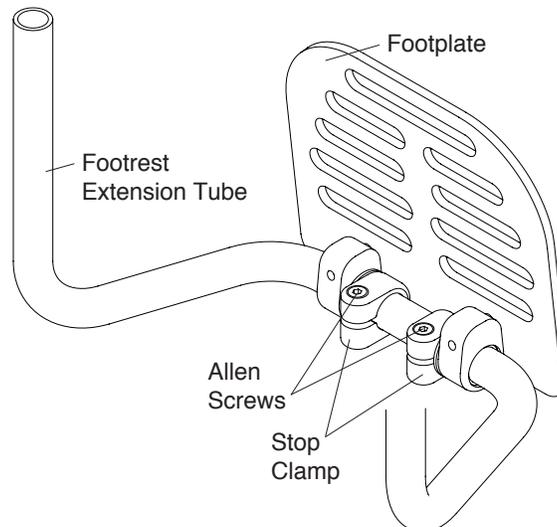
- 5 mm Allen Wrench

1. Loosen, but do not remove, the two Allen screws that secure the stop clamps to the footrest extension tube. See Figure 3-10.
2. Adjust the footrest to the desired angle.
3. Tighten the Allen screws. Make sure the screws are secure and will not permit the footplate to rotate up or down under weight.

## Adjusting the Height/Replacing

You can adjust the height of, or replace, the flip back footrest by using the tools and following the procedures for adjusting the height of, or replacing a footrest as set forth under “Titanium Footrest (ZRA)” on pages 3-2 and 3-3 or “Titanium Footrest (Aero Z)” on page 3-3.

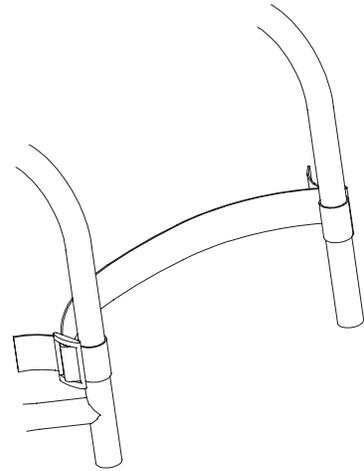
**Figure 3-10**  
**Adjusting the Angle**



## Buckle Adjustable Calf Strap

Buckle Adjustable Calf Straps are shown in Figure 3-11. Install the calf strap as shown in Figure 3-11.

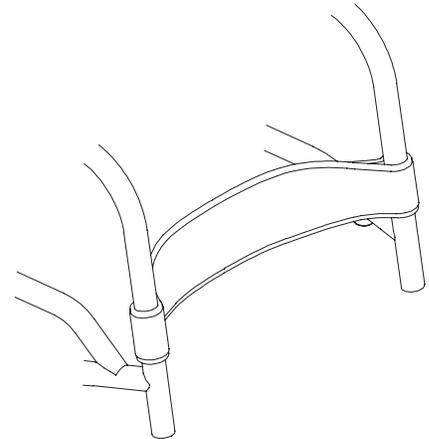
Figure 3-11  
Buckle Adjustable Calf Strap



## Velcro® Adjustable Calf Strap/Velcro® Padded Adjustable Calf Strap

The Adjustable Calf Strap and Padded Adjustable Calf Straps are shown in Figure 3-12. Install the calf straps as shown in Figure 3-12.

Figure 3-12  
Padded Adjustable Calf Strap



# CHAPTER 4: BACKRESTS AND PUSH HANDLES

## Folding Adjustable Height & Angle Backrest (Titanium or Aluminum)

**Note:** The Aluminum Adjustable Height & Angle Backrest without Integrated Push Handles is standard on all wheelchairs. The Titanium Adjustable Height & Angle Backrest is available as an option on all chairs. Integrated Push Handles are available as an option with either the titanium or aluminum backrest. The instructions in this section apply to all of these variations.

### ⚠ WARNING

Before using your wheelchair, make sure the Folding Adjustable Height & Angle Backrest is locked securely in place in the upright position and all mounting hardware is securely tightened.

*If you ignore this Warning, you may fall, tip over or lose control of the wheelchair and seriously injure yourself or others or damage the wheelchair.*

### Folding the Backrest

1. Grasp the TiShaft Release Bar and pull up. See Figure 4-1.
2. Push the backrest forward toward the front of the chair.

**Note:** If you have a Lock-Down Backrest, make sure the backrest is locked securely in the folded position.

### Unfolding the Backrest

1. Lift up on the backrest and pull towards the rear of the chair.
2. Make sure the backrest locks securely into place.

### Unfolding the Lock-Down Backrest

1. Push up the TiShaft Release Bar and pull the backrest towards the rear of the chair.
2. Make sure the backrest locks securely into place.

### Adjusting the Backrest Mount

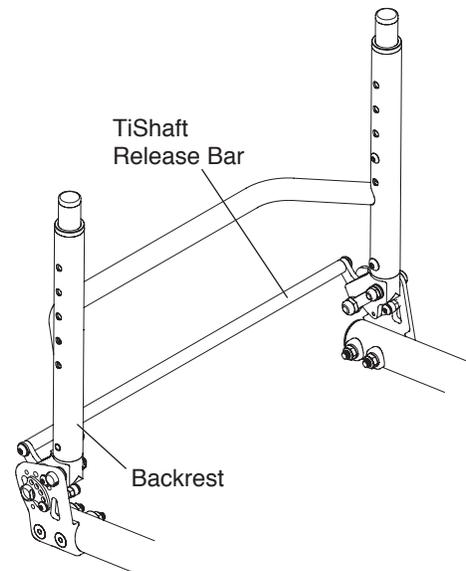
Tools Needed:

- Two 10 mm Open End Wrenches

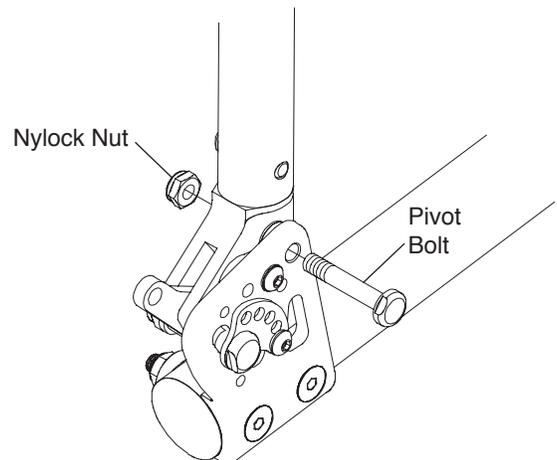
If your backrest is difficult to fold and unfold or is too loose, follow these procedures:

1. Using an Open End wrench, hold the pivot bolt in place and slightly loosen or tighten the nylock nut with the second Open End wrench. See Figure 4-2.
2. Repeat the procedure on each side of the chair until the desired tightness is achieved.

**Figure 4-1**  
Folding Adjustable Backrest with TiShaft Release Bar



**Figure 4-2**  
Adjusting the Backrest Mount



# CHAPTER 4: BACKRESTS AND PUSH HANDLES

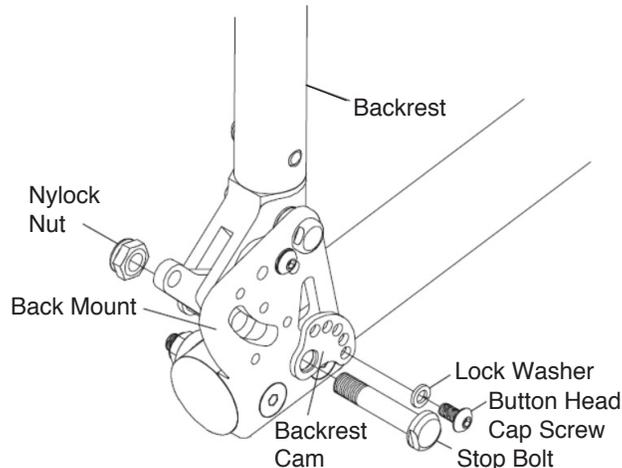
## Changing the Backrest Angle

Tools Needed:

- 13 mm Open End Wrench
- 11 mm Open End Wrench
- 3 mm Allen Wrench

1. Lock the backrest in the unfolded position.
2. On both sides of the chair, using the Allen wrench, remove the Button Head cap screws and lock washers. See Figure 4-3.
3. On both sides of the chair, using the Open End wrenches, loosen but do not remove the stop bolts and nylock nuts.
4. Adjust the backrest to the desired angle. On one side of the chair, while holding the backrest in place, align one of the five holes in the backrest cam with one of the three holes in the back mount. Place the Button Head Cap screw through the lock washer, the backrest cam and into the back mount. Finger tighten. It may be necessary to make a minor adjustment to the backrest angle in order to properly align the hole in the link with an available threaded hole in the bracket. Once aligned, reinsert and finger tighten the Button Head cap screw removed in Step 2 to securely attach the link to the backrest assembly.
5. Repeat Step 4 on the other side of the chair.
6. Securely tighten the Button Head cap screws, stop bolts and nylock nuts.

**Figure 4-3**  
**Changing the Backrest Angle**



## Adjusting the Backrest Height

Tools Needed:

- 4 mm Allen Wrench

**Note:** In order to adjust the backrest height, it is helpful to remove the backrest upholstery. Therefore, make a note of the tautness of the backrest upholstery before removing it so you can reinstall it to approximately the same degree of tautness.

1. Remove the backrest pad. See “Velcro®-Style Adjustable Back Upholstery” or “Tension Adjustable by Straps Back Upholstery” on pages 7-1 to 7-3.
2. On both sides of the chair, remove the Allen screw that secures the backrest post inside the backrest. See Figure 4-4.
3. Reposition both backrest posts to the desired height inside the backrest, and reinsert and securely tighten the two Allen screws.
4. Make sure both backrest posts are at the same height in the backrest.
5. Reinstall the backrest upholstery. See “Velcro®-Style Adjustable Back Upholstery” or “Tension Adjustable by Straps Back Upholstery” on pages 7-1 to 7-3.

### **⚠ WARNING**

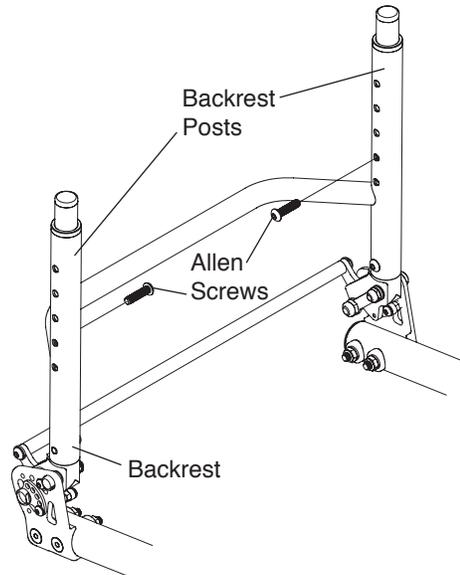
The threads on the Allen screws that secure the backrest posts to the backrest have been treated with a Vibra-TITE® VC-3, a locking and sealing coating, to reduce the possibility that they will become loose. You should be able to adjust the backrest height approximately four times without reapplying thread lock to these screws. Permobil requires that you reapply Vibra-TITE® VC-3 after every fourth adjustment.

## CHAPTER 4: BACKRESTS AND PUSH HANDLES

---

*If you ignore this Warning, your backrest posts could become loose or disconnected from the wheelchair, and you could fall, tip over or lose control of the wheelchair and seriously injure yourself or others or damage the wheelchair.*

**Figure 4-4**  
**Adjusting the Backrest Height**



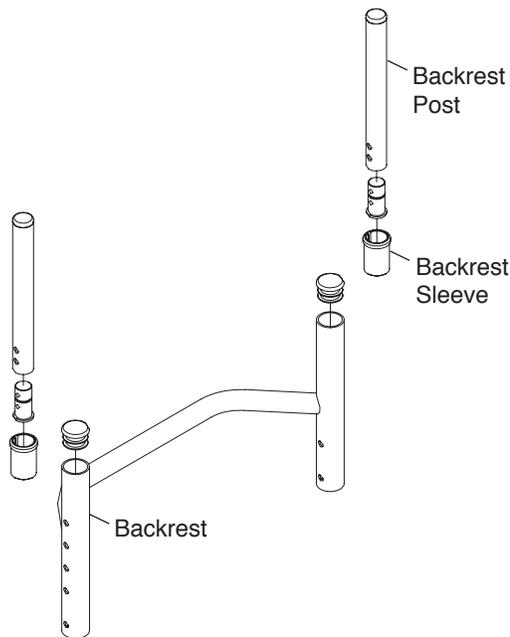
### Replacing the Backrest

Tools Needed:

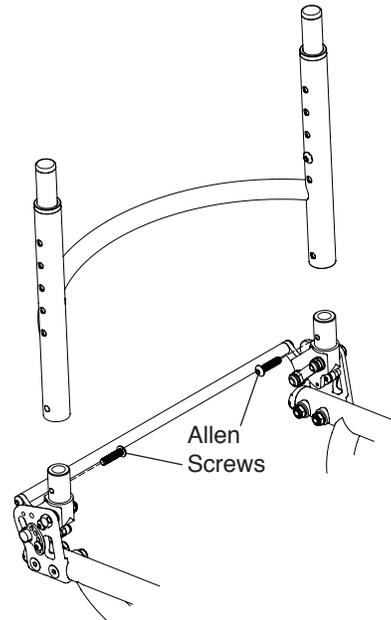
- 4 mm Allen Wrench

1. Remove the backrest upholstery. See “Velcro®-Style Adjustable Back Upholstery” or “Tension Adjustable by Straps Back Upholstery” on pages 7-1 to 7-3.
2. Remove the backrest posts. See “Adjusting the Backrest Height” on pages 4-2 and 4-3.
3. Remove the backrest sleeves. See Figure 4-5.
4. Remove the two Allen screws (one on each side of the chair) and remove the backrest. See Figure 4-6.
5. Install the new backrest and securely tighten the two Allen screws.
6. Install the backrest sleeves in the new backrest.
7. Reinstall the backrest posts.
8. Reinstall the backrest upholstery.

**Figure 4-5**  
**Replacing the Backrest**



**Figure 4-6**  
**Replacing the Backrest**



**⚠ WARNING**

The threads on the Allen screws that secure the backrest posts to the backrest have been treated with a Vibra-TITE® VC-3, a locking and sealing coating, to reduce the possibility that they will become loose. Permobil requires that you reapply Vibra-TITE® VC-3 each time your backrest is replaced.

*If you ignore this Warning, your backrest posts could become loose or disconnected from the wheelchair, and you could fall, tip over or lose control of the wheelchair and seriously injure yourself or others or damage the wheelchair.*

## Folding Adjustable Depth, Height & Angle Backrest (Titanium or Aluminum)

**⚠ WARNING**

Before using your wheelchair, make sure the Folding Adjustable Depth, Height & Angle Backrest is securely in place in the upright position and all mounting hardware is securely tightened.

*If you ignore this Warning, you may fall, tip over or lose control of the wheelchair and seriously injure yourself or others or damage the wheelchair.*

### Adjusting the Depth

Tools Needed:

- 10 mm Open End Wrench
- 4 mm Allen Wrench

1. Remove the four Allen screws (two on each side) that secure the back mount to the seat tube. Note the order of the saddles, washers and nylock nuts. See Figure 4-7.
2. Reposition the back mounts to the desired depth.
3. Reinstall the four Allen screws through the back mount, seat tube, saddles, washers and securely tighten the nylock nuts.

**Note:** If your chair has Swing Away Armrests. See Figure 4-8. You may need to use the longer screw provided with your chair in order to secure both the back mount and the armrest receiver.

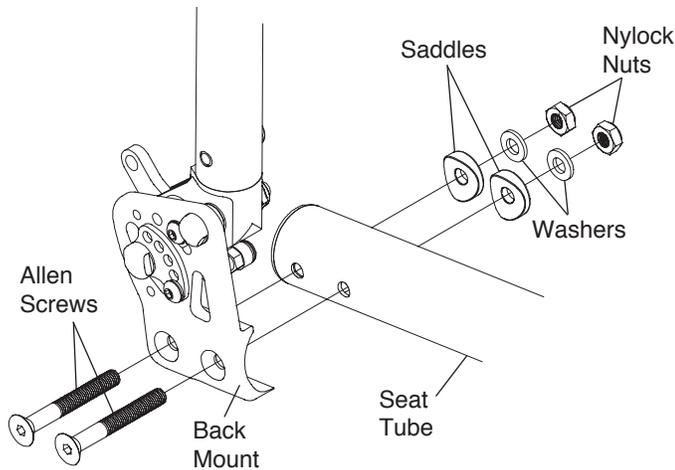
# CHAPTER 4: BACKRESTS AND PUSH HANDLES

## ⚠ WARNING

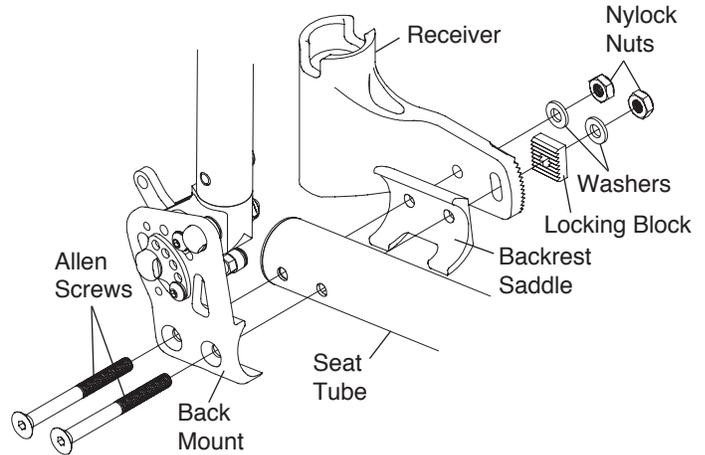
Any changes to the depth of the backrest will affect the stability (*i.e.* center of gravity) of the chair. Use extreme caution when using a new backrest depth as it may make the chair more prone to tip over. After adjusting the depth of the backrest, you must consider whether additional changes need to be made to compensate for the modified stability of the chair (*e.g.*, changing the rear axle position, backrest angle, rear seat height).

*If you ignore this Warning, your chair may not perform properly, which in turn, may cause you to fall, tip over or lose control of the chair and seriously injure yourself or others or damage the chair.*

**Figure 4-7**  
Adjusting the Depth



**Figure 4-8**  
Adjusting the Depth with Swing Away Armrests



## Bolt-On Push Handles

**Note:** Bolt-On Push Handles should only be used on aluminum backrests.

### Mounting

Tools Needed:

- 5 mm Allen Wrench
- 4 mm Allen Wrench

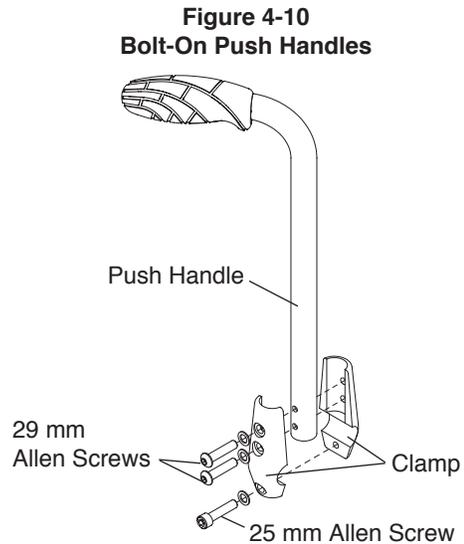
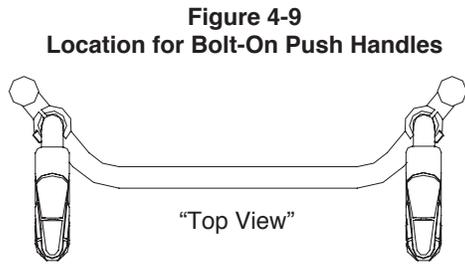
1. See Figure 4-9 for the correct location to mount the Bolt-On Push Handles to the rigidizer bar.
2. Assemble the two halves of the clamp around the rigidizer bar. See Figure 4-10.
3. Using the 5 mm Allen wrench, insert the 25 mm Allen screw through a washer into the bottom hole on the clamp and loosely tighten.
4. Insert the push handle into the clamp and align the holes in the push handle with the two upper holes in the clamp.
5. Using the 4 mm Allen wrench, insert the two 29 mm Allen screws through the washers, the two halves of the clamp and the push handle and securely tighten.
6. Make sure the push handle is correctly positioned for proper pushing and securely tighten the 25 mm Allen screw.

## ⚠ WARNING

Your assistant or attendant should NEVER attempt to lift a wheelchair up a curb, step or flight of stairs by lifting on any removable (detachable) parts, such as Bolt-On Push Handles. Similarly, your assistant or attendant should NEVER attempt to lower a wheelchair down a curb, step or flight or stairs by holding onto any removable (detachable) parts, such as the Bolt-On Push Handles.

*If you ignore this Warning, the removable parts, such as the Bolt-On Push Handles, could detach from the wheelchair causing you to fall, tip over or lose control of the wheelchair and seriously injure yourself or others or damage the wheelchair.*

# CHAPTER 4: BACKRESTS AND PUSH HANDLES



## Removing

Tools Needed:

- 5 mm Allen Wrench
- 4 mm Allen Wrench

1. Remove the three Allen screws and remove the clamp and handle. See Figure 4-10.

## Adjustable Height Push Handles

**Note:** Adjustable Height Push Handles should only be used on aluminum backrests.

## Mounting

Tools Needed:

- 5 mm Allen Wrench

1. See Figure 4-11 for the correct location to mount the Adjustable Height Push Handles.
2. Assemble the two halves of the clamp around the rigidizer bar. See Figure 4-12.
3. Insert the four Allen screws into the two halves of the clamp and securely tighten.
4. Insert the push handle through the clamp until the handle is at the desired height and securely tighten the quick release cam lock.
5. During installation of push handle tube into the receiver, ensure the snap button has the ability to full extend below the bottom of the clamp to act as a secondary safety feature. See Figure 4-13.

**Note:** The quick release cam lock enables the user to easily disengage and engage the clamp for purposes of repositioning or removing the push handles.

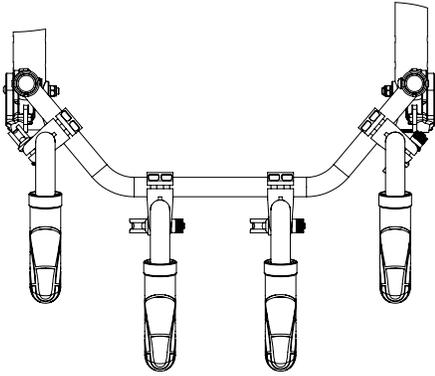
## ⚠ WARNING

Your assistant or attendant should NEVER attempt to lift a wheelchair up a curb, step or flight of stairs by lifting on any removable (detachable) parts, such as Adjustable Height Push Handles. Similarly, your assistant or attendant should NEVER attempt to lower a wheelchair down a curb, step or flight of stairs by holding onto any removable (detachable) parts, such as the Adjustable Height Push Handles.

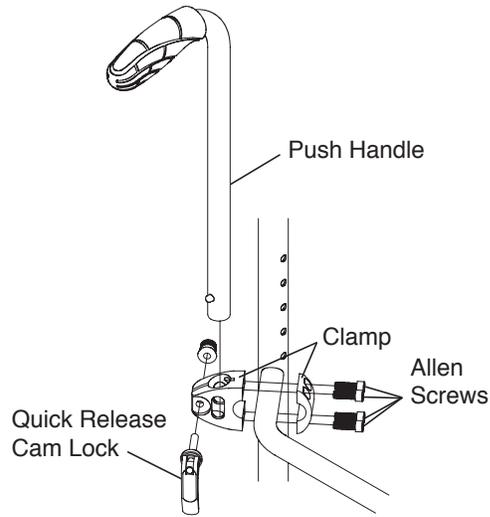
*If you ignore this Warning, the removable parts, such as the Adjustable Height Push Handles, could detach from the wheelchair causing you to fall, tip over or lose control of the wheelchair and seriously injure yourself or others or damage the wheelchair.*

# CHAPTER 4: BACKRESTS AND PUSH HANDLES

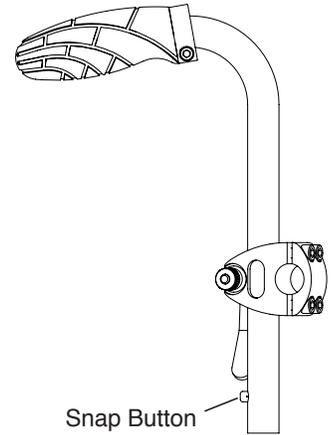
**Figure 4-11**  
Adjustable Height Push Handles



**Figure 4-12**  
Adjustable Height Push Handles



**Figure 4-13**



## Removing

Tools Needed:

- 5 mm Allen Wrench

1. Remove the four Allen screws. See Figure 4-12.
2. Remove the clamp and cam lock.

blank page

# CHAPTER 5: ARMRESTS

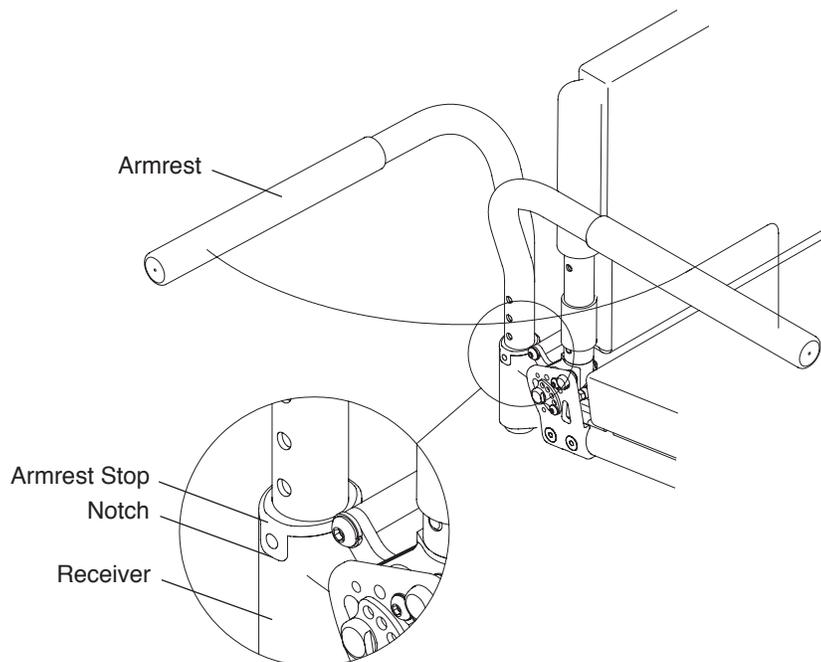
## Swing Away Armrest

To swing away the armrest, lift the armrest and rotate the armrest away from chair. See Figure 5-1. Make sure to lift the armrest until the armrest stop is above the notch on the receiver.

To replace the armrest, rotate the armrest back towards the chair and gently push it down into place. See Figure 5-1. Make sure the armrest stop is in the notch on the receiver.

**Note:** The Swing Away Armrests pivot on nylon sleeves, located inside the receiver. If the armrest does not rotate properly, remove the armrest, clean the armrest and inside the receiver thoroughly. If this does not solve the problem, check the nylon sleeves for wear.

**Figure 5-1**  
Operating the Swing Away Armrest



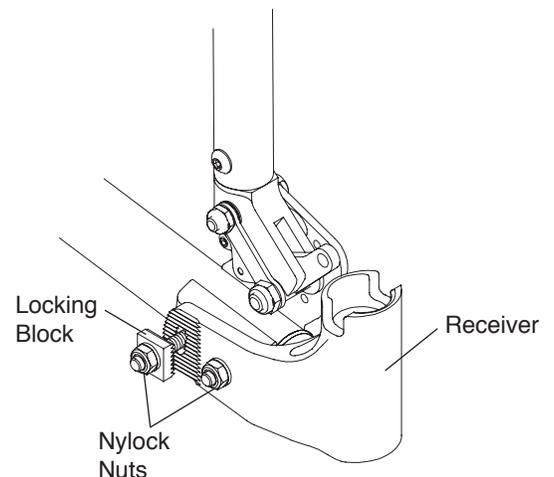
## Adjusting the Angle

Tools Needed:

- 10 mm Open End Wrench
- 4 mm Allen Wrench

1. Remove the armrest from the receiver.
2. On one side of the chair, loosen, but do not remove, the nylock nuts while holding the locking block in position with your finger. See Figure 5-2.
3. To change the angle of the armrest, move the locking block one or more teeth up or down until the desired armrest angle is achieved.
4. Make sure the locking block teeth are fully engaged with the teeth on the receiver, and securely tighten the nylock nuts.
5. Repeat this procedure on the other side of the chair.

**Figure 5-2**  
Adjusting the Angle



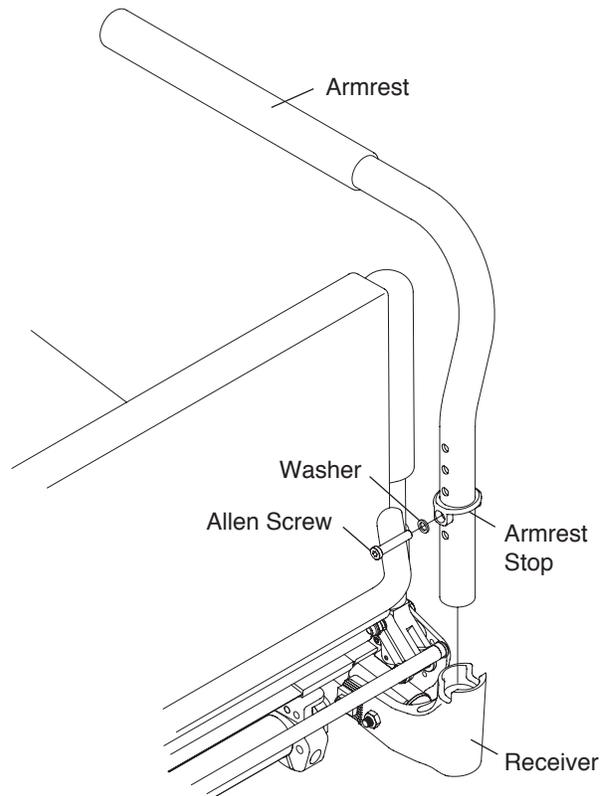
## Adjusting the Height

Tools Needed:

- 4 mm Allen Wrench

1. Remove the armrest from the receiver.
2. Remove the Allen screw and washer securing the armrest stop. See Figure 5-3.
3. Reassemble the armrest stop in the desired location on the armrest (in 19 mm increments).
4. Securely tighten the Allen screw.
5. Reinstall the armrest in the receiver.

**Figure 5-3**  
**Adjusting the Height**



## Desk Arm with Rigid Side Guard and Desk Arm with Rigid Side Guard and Transfer Loop

### ⚠ WARNING

Make sure the armrest is securely engaged in the desk arm housing (see Figure 5-4), before applying weight to the armrest.

*If you ignore this Warning, you could fall, tip over or lose control of the wheelchair and seriously injure yourself or others or damage the wheelchair.*

**Note:** Never lift your chair using the desk arm mount. See Figure 5-5.

### Adjusting the Armrest Height

1. Remove the height adjustment screw to permit the armrest to be raised or lowered to the desired height. See Figure 5-4.
2. After repositioning the armrest to the desired height, reinstall and securely tighten the height adjustment screw to lock the armrest in that position. The positioning holes are in 13 mm increments.

### Removing

1. To remove the desk arm assembly, press and hold the release lever. See Figure 5-4.
2. While holding the release lever, lift the desk arm assembly to remove it from the desk arm mount. See Figure 5-5.

### Replacing

Slide the desk arm housing into the desk arm mount. See Figure 5-5.

# CHAPTER 5: ARMRESTS

Figure 5-4

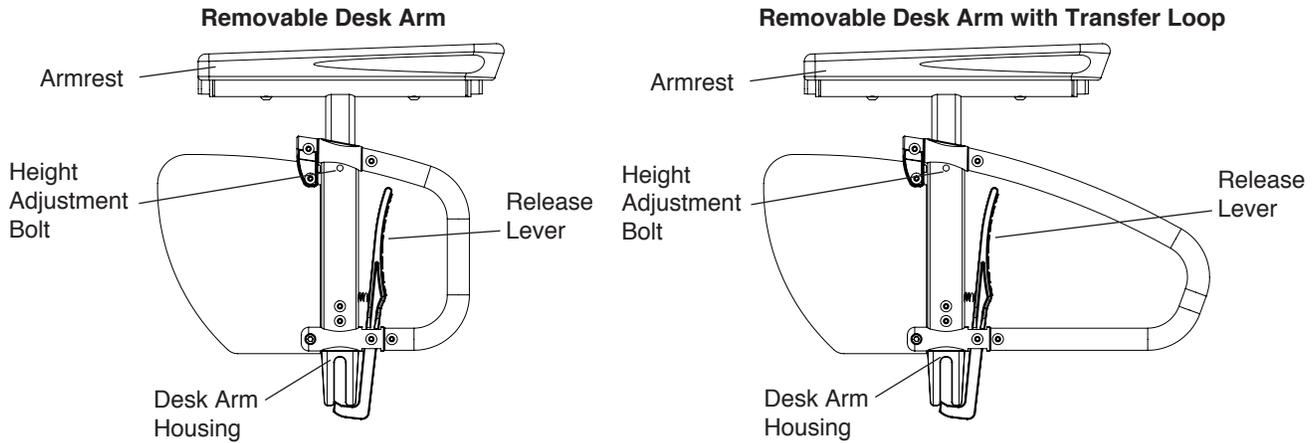


Figure 5-5  
Mounting Desk Arm

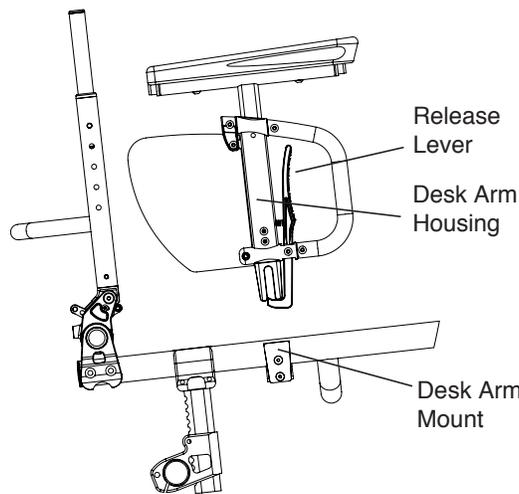


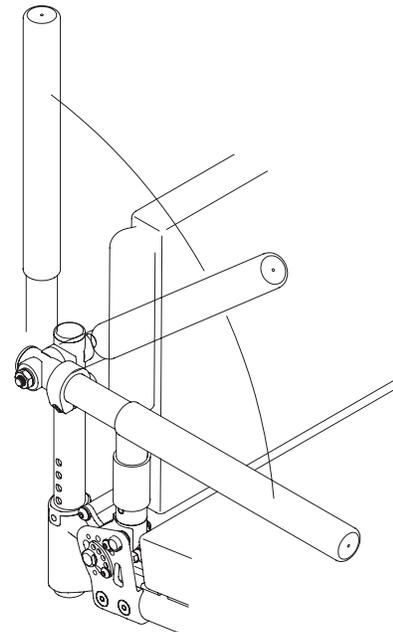
Figure 5-6  
Swing Away Flip-Back

## Swing Away Flip-Back Armrest

To flip back the armrest, raise the front of the armrest and rotate it straight back as far as possible. Reverse this procedure to return the armrest to its original position. See Figure 5-6.

To swing away the armrest, lightly lift up on the armrest and rotate the armrest away from the chair. See Figure 5-6. To replace the armrest, swing it back towards the chair and gently push it back down into place.

**Note:** The Swing Away Armrests pivot on nylon sleeves located inside the armrest receiver. If the armrest does not rotate properly, check the sleeves for wear.



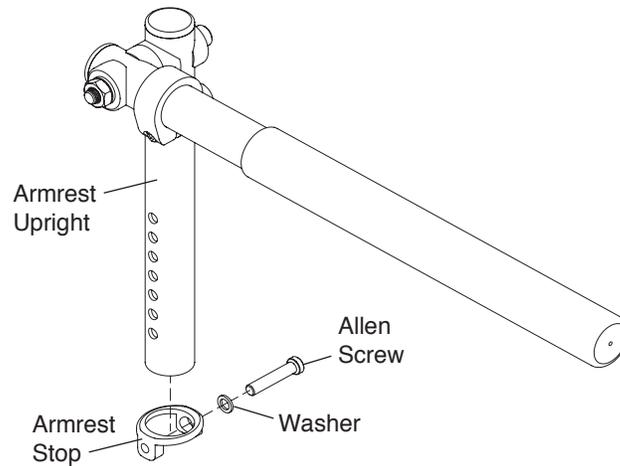
## Adjusting the Armrest Height

Tools Needed:

- 4 mm Allen Wrench

1. Remove the armrest from the receiver.
2. Remove the Allen screw and washer securing the armrest stop. See Figure 5-7.
3. Reassemble the armrest stop in the desired location on the armrest upright (in 13 mm increments).
4. Securely tighten the Allen screw.
5. Reinstall the armrest in the receiver.

**Figure 5-7**  
**Adjusting the Armrest Height**



# CHAPTER 5: ARMRESTS

---

## Adjusting the Armrest Angle

Tools Needed:

- 4 mm Allen Wrench

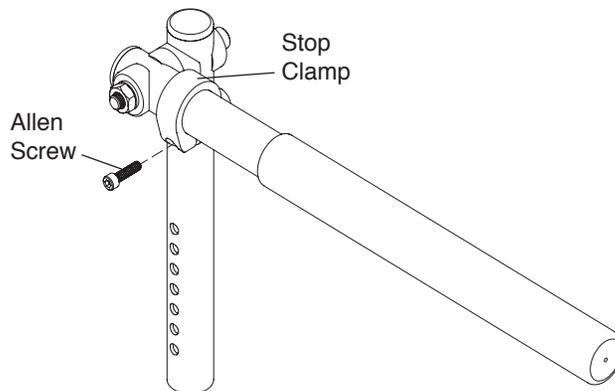
1. To adjust the angle at which the armrest sits when in the down position, loosen, but do not remove, the Allen screw that secures the stop clamp. See Figure 5-8.
2. Slide the stop clamp forward on the armrest to lower the angle at which the armrest sits in the down position, or slide the stop clamp rearward on the armrest to raise the angle.
3. Securely tighten the Allen screw to fix the stop clamp in place.

### **⚠ WARNING**

Make sure that the stop clamp is securely tightened before applying weight to the armrest.

*If you ignore this Warning, you could fall, tip over or lose control of the wheelchair and seriously injure yourself or others or damage the wheelchair.*

**Figure 5-8**  
**Adjusting the Armrest Angle**



blank page

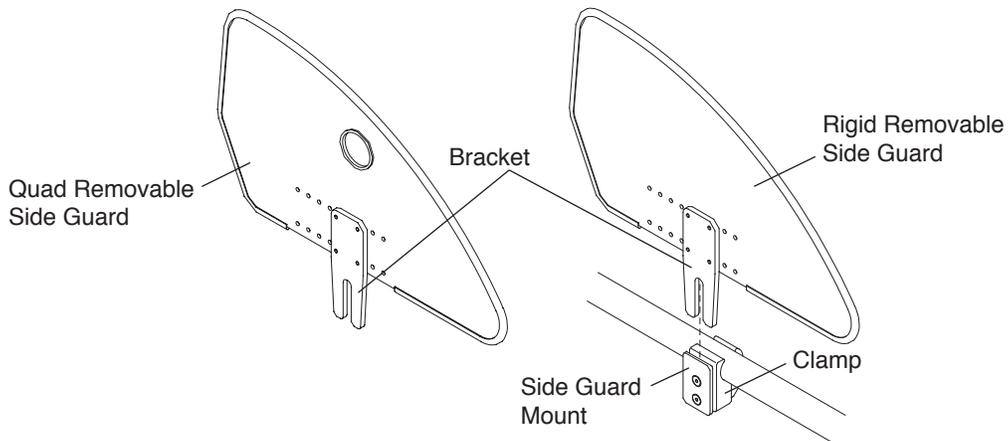
# CHAPTER 6: SIDE GUARDS

## Rigid Removable and Quad Removable Side Guards (Aluminum and Carbon Fiber)

### Using Rigid Side Guards

To remove either type of Rigid Side Guard, lift the side guard out of the side guard mount by grasping it at the top or place finger in the hole and pull it upward. See Figure 6-1. To replace, place the bracket into the slot between the side guard mount and the clamp and push down.

**Figure 6-1**  
**Rigid Side Guards**



### Adjusting

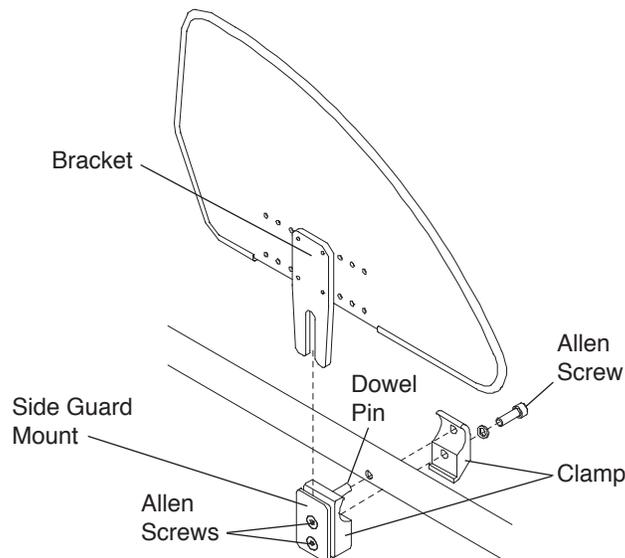
Tools Needed:

- 3 mm Allen Wrench

You can adjust the “snugness” of the fit of the side guard bracket in the side guard mount by loosening or tightening the two Allen screws in the side guard mount. See Figure 6-2.

Either type of Rigid Side Guard can be made “non-removable” by firmly tightening the two Allen screws in the side guard mount while the side guard is installed.

**Figure 6-2**  
**Adjusting/Removing/Reinstalling**



## Removing

Tools Needed:

- 5 mm Allen Wrench

To remove the entire side guard assembly, including the clamp:

1. Remove the side guard from the side guard mount.
2. Remove the Allen screw that secures the two halves of the clamp to the frame. See Figure 6-2.

## Reinstalling

Tools Needed:

- 5 mm Allen Wrench

1. Align the two halves of the clamp around the seat tube of the chair frame. See Figure 6-2.

**Note:** The half of the clamp to which the side guard mount is attached has a dowel pin protruding from the clamp that must be inserted in the clamp hole in the frame.

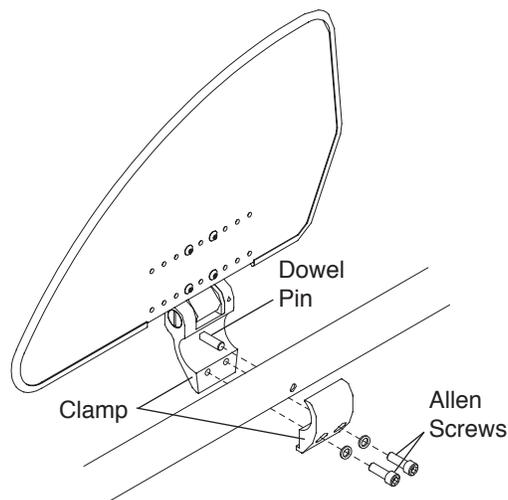
2. Insert the Allen screw through the washer, the two halves of the clamp and securely tighten.
3. Insert the side guard bracket into the side guard mount and adjust the two Allen screws as described under “Adjusting” on page 6-1.

## Fold-Down Rigid Side Guards (Aluminum and Carbon Fiber)

### Using Fold-Down Side Guards

To fold down, simply remove the seat cushion and push the top of the side guard toward the seat sling. To unfold, simply pull the side guard up away from the seat sling. See Figure 6-3.

**Figure 6-3**  
Removing/Reinstalling



## Removing

Tools Needed:

- 5 mm Allen Wrench

1. Remove the two Allen screws that secure the two halves of the side guard clamp. See Figure 6-3.
2. Remove the Fold-Down Side Guard clamp assembly.

# CHAPTER 6: SIDE GUARDS

---

## Reinstalling

Tools Needed:

- 5 mm Allen Wrench

1. Align the two halves of the side guard clamp around the seat tube of the frame. See Figure 6-3.

**Note:** The half of the side guard clamp to which the side guard mount is attached has a dowel pin protruding from the clamp that must be inserted into the side guard clamp hole on the wheel side of the frame.

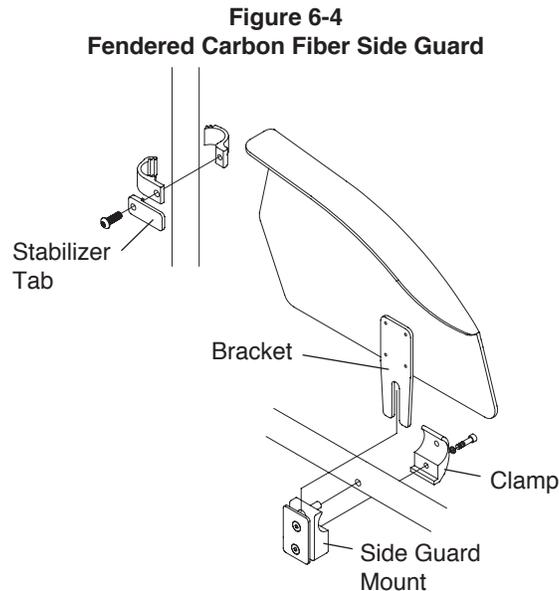
2. Insert the two Allen screws through the washers and the two halves of the clamp and securely tighten.

## Fendered Carbon Fiber Side Guard

### Using Fendered Side Guards

To remove the Fendered Side Guard, lift the side guard out of the side guard mount. To replace, place the bracket into the slot between the side guard mount and the clamp. Make sure the rearward end of the side guard is inside the stabilizer tab. See Figure 6-4.

To adjust the fendered side guards, see “Adjusting” on page 6-1.



## ADJUSTABLE FENDERED SIDE GUARD (Aluminum)

### Mounting

Tools Needed:

- 2.5 mm Allen Wrench
- 4 mm Allen Wrench
- 10 mm Openend Wrench

**Note:** You may need to adjust the Tension Adjustable Seat Sling to gain access to the seat tube placement you desire. If this is necessary, see “Adjusting the Tension” on pages 7-3 and 7-4.

## CHAPTER 6: SIDE GUARDS

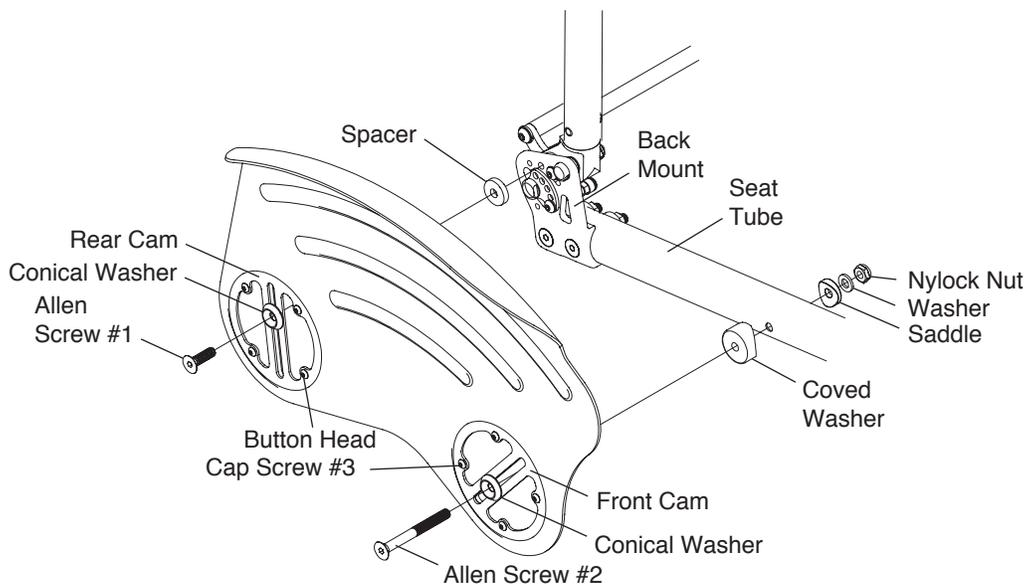
1. Insert Allen screw #1 through the conical washer, the slot in the rear cam, spacer and into the back mount. Do not tighten. See Figure 6-5.
2. Insert Allen screw #2 through the conical washer, the slot in the front cam and into the hole of the frame. Do not tighten.
3. Loosen but do not remove the eight Button Head Cap screws (four in each cam).
4. Adjust the side guard to the desired position, rotating the cams as needed and allowing the Allen screws to slide within the cam slots.
5. Once the desired side guard position has been achieved, tighten the eight Button Head Cap screws (four on each cam) using the 2.5 mm Allen wrench.
6. Using the 4 mm Allen wrench, securely tighten Allen screw #1.
7. Securely tighten Allen screw #2 in place using the 4 mm Allen wrench.

### **⚠ WARNING**

The threads on the Button Head Cap screws and Allen screws #1 and #2 have been treated with Vibra-TITE® VC-3, a locking and sealing coating, to reduce the possibility that they will become loose. You should be able to adjust the cams and/or sideguards approximately four times without reapplying the coating to these screws. If you repeatedly adjust the cams or remove the sideguard, Permobil requires that you reapply Vibra-TITE® VC-3 after every fourth adjustment.

*If you ignore this Warning, you could fall, tip over or lose control of the wheelchair and seriously injure yourself or others or damage the wheelchair.*

**Figure 6-5**  
**Mounting/Adjusting**



## CHAPTER 6: SIDE GUARDS

---

### Adjusting

Tools Needed:

- 4 mm Allen Wrench
- 10 mm Open End Wrench
- 2.5 mm Allen Wrench

1. Using the 4 mm Allen wrench, loosen but do not remove Allen Screw #1
2. Loosen but do not remove Allen Screw #2 using the 4 mm Allen wrench and the 10 mm Open End wrench
3. Using the 2.5 mm Allen wrench, loosen but do not remove the 8 button-head cap screws in the front and rear cams
4. Adjust the side guard in the position desired allowing the cams to turn as needed to achieve the desired adjustment.
5. Securely tighten Allen Screw #1 and Allen Screw #2
6. Securely tighten the 8 button-head cap screws in the front and rear cams

### **WARNING**

The threads on Allen screws #1 and #2 have been treated with Vibra-TITE® VC-3, a locking and sealing coating, to reduce the possibility that they will become loose. You should be able to adjust the cams and/or sideguards approximately four times without reapplying the coating to these screws. If you repeatedly adjust the cams or remove the sideguard, Permobil requires that you reapply Vibra-TITE® VC-3 after every fourth adjustment.

*If you ignore this Warning, you could fall, tip over or lose control of the wheelchair and seriously injure yourself or others or damage the wheelchair.*

blank page

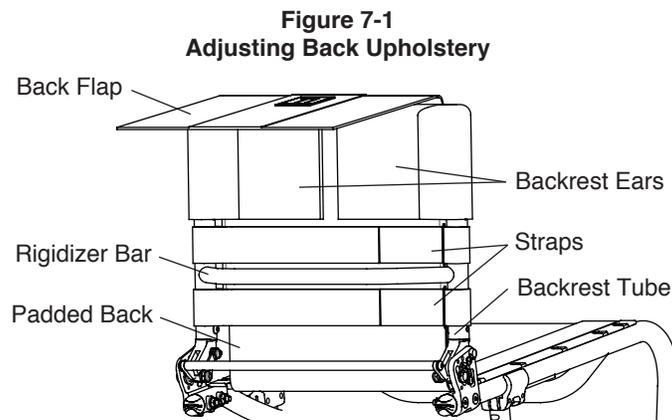
# CHAPTER 7: BACK UPHOLSTERY, SEAT UPHOLSTERY AND SEAT CUSHIONS

## Velcro®-Style Adjustable Back Upholstery

**Note:** When adjusting the tension of the back upholstery, DO NOT apply so much tension that the backrest tubes are pulled out of vertical. If this occurs, you may cause the chair to “track” improperly or to develop a “floater”.

### Adjusting the Tension

1. Lift the back flap to expose the backrest ears. See Figure 7-1.
2. Completely detach the two backrest ears from the padded back, but do not remove them from the backrest.
3. Adjust to the desired tautness. The closer together the two backrest ears, the more taut the padded back will be. The farther apart the two backrest ears, the looser the padded back will be. Tighter back upholstery will increase the stability and maintain normal maneuverability of the chair because the user is pushed forward slightly. Looser back upholstery will increase maneuverability, but will make the chair more prone to tip over backward because additional weight is being distributed behind the rear wheels.
4. Align the top of the padded back with the two backrest ears to ensure that the top of the back upholstery is even with the top of the backrest.
5. If desired adjust the tension of the strap(s).
6. Securely attach the padded back to the backrest ears using the Velcro®-style material and lower the back flap back into position in front of the rigidizer bar.



### Replacing

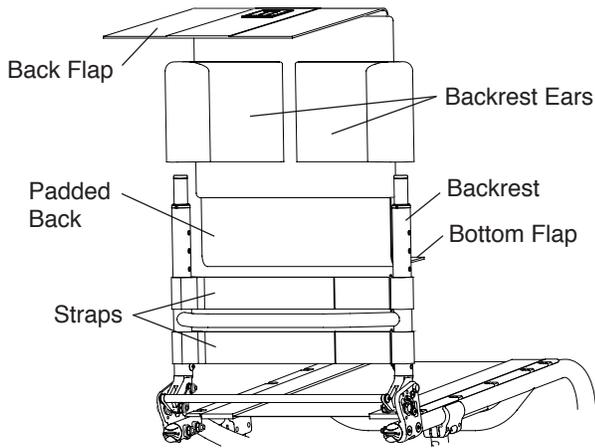
1. Lift the back flap to expose the backrest ears. See Figure 7-2.
2. Completely detach the two backrest ears and strap(s) from the padded back and remove them from the backrest.

**Note:** If your chair has Integrated or Fold-Down Push Handles, you will need to remove the bolts that secure the backrest ears to the backrest (using a 3 mm Allen wrench) and the bolts that secure the backrest posts inside the backrest (using a 4 mm Allen wrench). See Figure 7-3 and see “Adjusting the Backrest Height” on page 4-3.

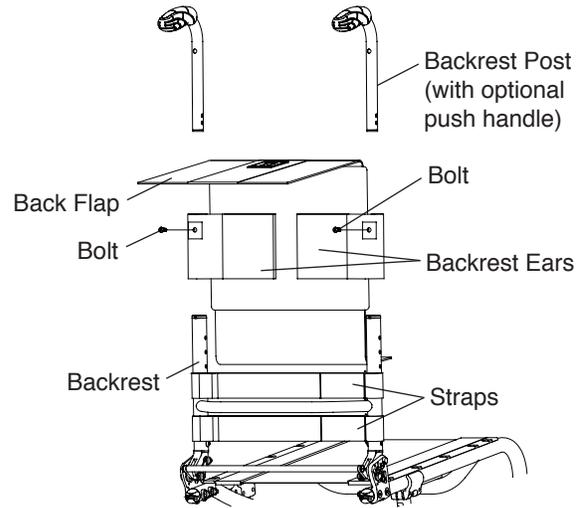
3. Remove the seat cushion.
4. Detach the bottom flap from the seat upholstery.
5. Attach the bottom flap of the new back upholstery to the seat upholstery.
6. Install the two new backrest ears on the backrest.
7. Adjust to the desired tautness. See “Adjusting the Tension” on page 7-1.
8. Align the top of the padded back with the two backrest ears to ensure that the top of the back upholstery is even with the top of the backrest.
9. Reinstall the strap(s) and adjust to the desired tautness.
10. Securely attach the padded back to the backrest ears and lower the back flap back into position in front of the rigidizer bar.
11. Replace the seat cushion.

# CHAPTER 7: BACK UPHOLSTERY, SEAT UPHOLSTERY AND SEAT CUSHIONS

**Figure 7-2**  
**Replacing Back Upholstery**



**Figure 7-3**  
**Adjusting Back Upholstery with Push Handles**



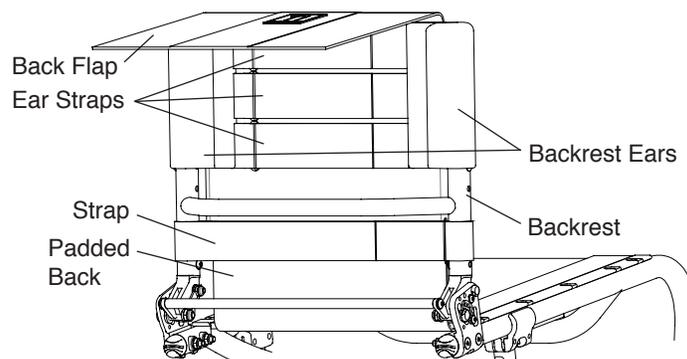
## Tension Adjustable By Straps Back Upholstery

**Note:** When adjusting the tension of the back upholstery, DO NOT apply so much tension that the backrest tubes are pulled out of vertical. If this occurs, you may cause the chair to “track” improperly or to develop a “floater.”

### Adjusting the Tension

1. Lift the back flap to expose the backrest ears. See Figure 7-4.
2. Completely detach the padded back from the backrest ears. Do not remove the backrest ears from the backrest.
3. Adjust to the desired tautness by loosening the ear straps and then pulling on the loose end to pull the backrest ears closer together. Tighter back upholstery will increase the stability and maintain normal maneuverability of the chair because the user is pushed forward slightly. Looser back upholstery will increase maneuverability, but will make the chair more prone to tip over backward because additional weight is being distributed onto the rear wheels.
4. Align the top of the padded back with the two backrest ears.
5. If desired, adjust the tension on the strap(s).
6. Securely attach the padded back to the backrest ears and lower the back flap back into position in front of the rigidizer bar.

**Figure 7-4**  
**Adjusting Tension Adjustable Back Upholstery**



# CHAPTER 7: BACK UPHOLSTERY, SEAT UPHOLSTERY AND SEAT CUSHIONS

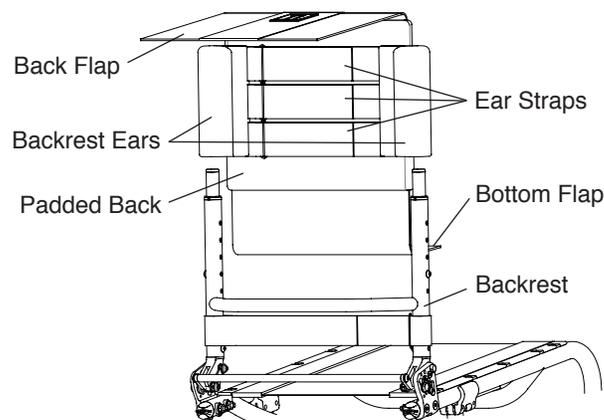
## Replacing

1. Lift the back flap to expose the backrest ears. See Figure 7-5.
2. Completely detach the backrest ears and the strap(s) from the padded back and remove them from the backrest.

**Note:** If your chair has Integrated or Fold-Down Push Handles, you will need to remove the bolts that secure the backrest ears to the backrest (using a 3 mm Allen wrench) and the bolts that secure the backrest posts inside the backrest (using a 4 mm Allen Wrench). See Figure 7-3 and see “Adjusting the Backrest Height” on page 4-3.

3. Remove the seat cushion.
4. Detach the bottom flap from the seat upholstery.
5. Attach the bottom flap of the new back upholstery to the seat upholstery at the underside of the seat upholstery
6. Install the new backrest ears on the backrest.
7. Adjust to the desired tautness. See “Adjusting the Tension” on page 7-2.
8. Align the top of the padded back with the backrest ears.
9. Reinstall the strap(s) and adjust to the desired tautness.
10. Securely attach the padded back to the backrest ears and lower the back flap back into position in front of the rigidizer bar.
11. Replace the seat cushion.

**Figure 7-5**  
**Adjusting Tension Adjustable By Strap Back Upholstery**



## Tension Adjustable By Straps Seat Sling Upholstery

### ⚠ WARNING

Do not make the tension of the seat sling upholstery so loose that it does not properly support your weight. You must never permit the sling to become so loose that your weight is borne by the frame below the seat sling. See Figure 7-6.

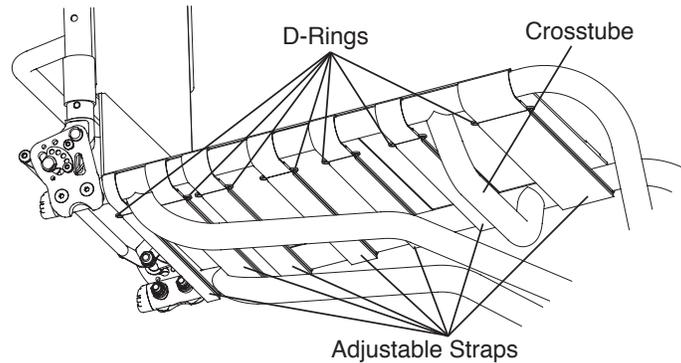
*If you ignore this Warning, you may develop pressure sores, which can be a life-threatening medical complication.*

## Adjusting the Tension

1. Remove the seat cushion and anti-tips (if applicable).
2. Detach the back upholstery from the seat upholstery (see “Velcro®-Style Adjustable Back Upholstery” on page 7-1 or “Tension Adjustable by Straps Back Upholstery” on pages 7-2 and 7-3).
3. Carefully tip the chair back until it is resting on its rear wheels and the backrest.
4. Detach one tension adjustable strap, adjust to the desired tension and refasten the strap. See Figure 7-6.
5. Repeat Step 4 for each succeeding tension adjustable strap until you have achieved the desired tension in each strap.
6. Place the chair onto all four wheels.
7. Reattach the back upholstery to the seat upholstery and replace the seat cushion and anti-tips (if applicable).

# CHAPTER 7: BACK UPHOLSTERY, SEAT UPHOLSTERY AND SEAT CUSHIONS

Figure 7-6  
Adjusting/Replacing Tension Adjustable Seat Sling



## Replacing the Upholstery

1. Remove the seat cushion and anti-tips (if applicable).
2. Detach the back upholstery from the seat upholstery (see “Velcro®-Style Adjustable Back Upholstery” on page 7-1 or “Tension Adjustable by Straps Back Upholstery” on pages 7-2 and 7-3).
3. Carefully tip the chair back until it is resting on its rear wheels and the backrest.
4. Detach all tension adjustable straps that secure the seat upholstery to the frame.
5. Remove the existing seat upholstery.
6. Install the new seat upholstery making sure the straps hang over the left side of the frame (the left side if you were sitting in the chair). See Figure 7-6.
7. Slip the tension adjustable straps through the D-rings on the opposite side of the upholstery under the seat tube.
8. Adjust the seat sling to the desired tension and fasten the tension adjustable straps.
9. Place the chair onto all four wheels.
10. Reattach the back upholstery to the seat upholstery and replace the seat cushion and anti-tips (if applicable).

## Bolt-On Seat Sling

### ⚠ WARNING

Do not make the tension of the seat sling upholstery so loose that it does not properly support your weight. You must never permit the sling to become so loose that your weight is borne by the frame below the seat sling. See Figure 7-7.

*If you ignore this Warning, you may develop pressure sores, which can be a life-threatening medical complication.*

## Adjusting the Tension

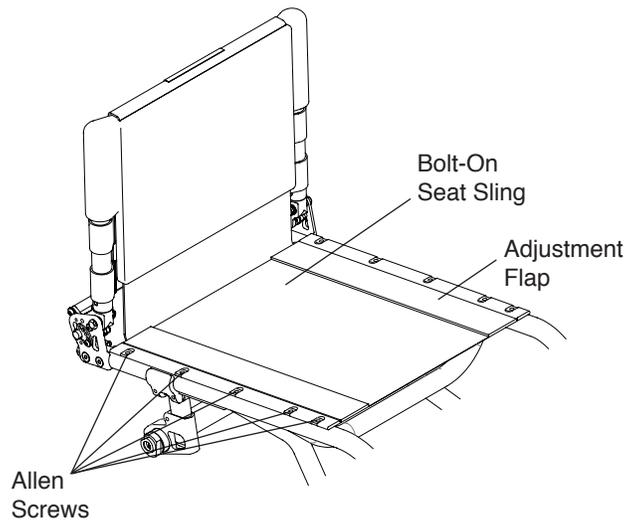
Tools required:

- 3 mm Allen Wrench

1. Remove the seat cushion.
2. Detach the back upholstery from the seat upholstery (see “Velcro®-Style Adjustable Back Upholstery” on page 7-1 or “Tension Adjustable by Straps Back Upholstery” on pages 7-2 and 7-3).
3. Loosen, but do not remove, the Allen screws on the side of the seat upholstery where the adjustment flap is located on the underside of the seat upholstery. See Figure 7-7.
4. Detach the adjustment flap, adjust the seat upholstery to the desired tension, and re-secure the adjustment using the Velcro®-style material.
5. Retighten the Allen screws that attach the seat upholstery to the frame.
6. Reattach the back upholstery to the seat upholstery and replace the seat cushion.

# CHAPTER 7: BACK UPHOLSTERY, SEAT UPHOLSTERY AND SEAT CUSHIONS

Figure 7-7  
Adjusting/Replacing Bolt-On Seat Sling



## Replacing the Upholstery

Tools required:

- 3 mm Allen Wrench

1. Remove the seat cushion.
2. Detach the back upholstery from the seat upholstery (see “Velcro®-Style Adjustable Back Upholstery” on page 7-1 or “Tension Adjustable by Straps Back Upholstery” on pages 7-2 and 7-3).
3. Remove all bolts that attach the seat upholstery to the chair frame. See Figure 7-7.
4. Remove the Bolt-On Seat Sling.
5. If your replacement upholstery included new aluminum seat rails, proceed to Step 6. If not, remove the aluminum seat rails from the old upholstery and insert them into the new upholstery.
6. Place the new seat upholstery on the frame and align the fastening holes in the upholstery and aluminum seat rails with the holes in the seat tubes of the frame.
7. Loosely install all the bolts on the side of the seat sling where the adjustment flap is located.
8. Install all the bolts on the opposite side of the seat sling and securely tighten.
9. Detach the adjustment flap and adjust the seat upholstery to the desired tension.
10. Fully tighten the bolts that attach the seat upholstery to the frame.
11. Reattach the bottom of the back upholstery to the seat upholstery and replace the seat cushion.

## Seat Cushions

For seat cushions manufactured by other manufacturers (e.g. ROHO, Comfort Company, StimuLite, Varilite, etc.), consult the owner’s manual provided by the applicable manufacturer.

## Velcro®-Style Adjustable Seat Belt

### ⚠ WARNING

Installation of the Velcro®-Style Seat Belt must be performed by an authorized Permobil Manual dealer or qualified technician.

*If you ignore this Warning, serious injury may result.*

# CHAPTER 7: BACK UPHOLSTERY, SEAT UPHOLSTERY AND SEAT CUSHIONS

## ⚠ WARNING

A wheelchair user must never use the wheelchair which has seat belts installed without proper securement of the seat belt around the user. Should the seat belt not be properly secured, the belt may become entangled in the wheels or an external obstacle which may lead to the wheelchair coming to a sudden stop causing the user to fall out of the wheelchair.

*If you ignore this Warning, you may incur serious or life-threatening injuries.*

## ⚠ WARNING

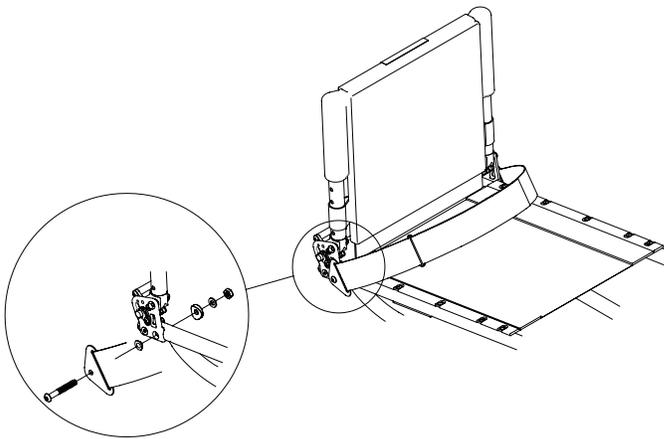
The Velcro®-Style Seat Belt must be worn tightly fitted across the lower pelvis or thighs at all times. A loose belt can allow the user to slip down and create a risk of strangulation. Have your seating specialist demonstrate its proper adjustment and use. See Figures 7-8 and 7-9. Accidental release of the Velcro®-Style Seat Belt can allow the user to slip down or fall from the wheelchair. If the user's movements or cognitive abilities could lead to accidental release, a caregiver must be present at all times during its use. Ensure that all caregivers know how to unfasten the product. Failure to do so may delay release in an emergency. As with any new seating support, the Velcro®-Style Seat Belt may change the way a person sits. Users must continue to practice regular pressure relief activities and skin integrity checks, not only where this product contacts the user, but also in primary pressure-bearing areas such as the sacrum, legs, and buttocks. If increased skin redness or irritation occurs, discontinue use and consult your physician or seating specialist. Failure to do so may result in serious injury, such as pressure ulcers.

*If you ignore any of these Warnings, you may incur serious or life-threatening injuries.*

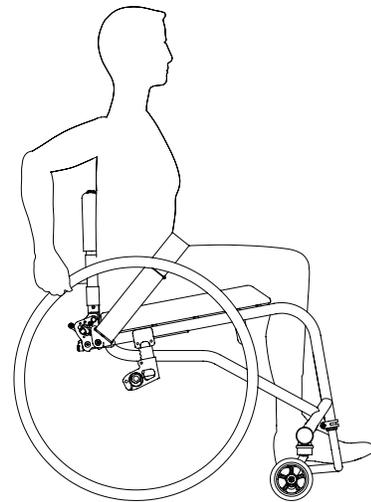
## Installation

The seat belt will be installed as shown in Figures 7-8.

**Figure 7-8**  
Velcro®-Style Seat Belt with D-Ring



**Figure 7-9**  
Proper Belt Position for Belt with D-Ring



# CHAPTER 7: BACK UPHOLSTERY, SEAT UPHOLSTERY AND SEAT CUSHIONS

---

## Adjustment

When the belt is properly adjusted and tightened, it should fit snug so that the user's pelvis is secure. See Figure 7-9. If length adjustment is necessary to achieve a good fit or to remove the belt for cleaning, this can be done using the belt end fittings.

## Safety Check

When properly positioned in wheelchair, the wheelchair user should lean forward and side to side to check the fit. Check for:

1. Normal operation of adjustment straps.
2. Comfort: look for areas of irritation.
3. Position: if too high or too low, adjust anchor points.
4. Interference with other devices: relocate anchor points as necessary.
5. Move chair through full range of motion, including folding, and rolling. Check for any interference.

## Maintenance

Check periodically for signs of wear in the stitching and webbing. If significant wear is found, contact your supplier for qualified repair or replacement by Permobil Manual.

blank page

# CHAPTER 8: AXLE PLATES & CAMBER PLUGS (CENTER OF GRAVITY; REAR SEAT HEIGHT)

---

Permobil Aero Z and ZRA wheelchairs are equipped with a camber tube. By adjusting the position of the camber tube, you can adjust the center of gravity of your chair. This Chapter explains the various adjustments that are possible. The same adjustment will apply whether you have an aluminum, titanium or carbon fiber camber tube.

## **⚠ WARNING**

Any changes to the position of the camber tube will affect the stability of the chair. Use extreme caution when using a new camber tube position as the new position may make the chair more prone to tip over.

*If you ignore this Warning, your chair may not perform properly, which in turn, may cause you to fall, tip over or lose control of the chair and seriously injure yourself or others or damage the chair.*

## **⚠ WARNING**

Whenever you adjust the position of the camber tube (either to adjust the rear seat height or the center of gravity), it may be necessary to adjust the toe-in/toe-out of the rear wheels. See “Adjusting Toe-In/Toe-Out” on pages 8-5 and 8-6. In addition, whenever you adjust the position of the camber tube or when you adjust the toe-in/toe-out, it may be necessary to square the casters to the floor.

*If you ignore this Warning, your chair may not perform properly, which, in turn, may cause you to fall, tip over or lose control of the chair and seriously injure yourself or others or damage the chair.*

**Note:** It is recommended that you remove the rear wheels and turn the chair upside down before attempting to make any adjustments described in this Chapter. A padded surface will help protect the frame’s finish.

## **Camber Mounts**

### **Adjusting the Rear Seat Height**

Tools Needed:

- 5 mm Allen Wrench

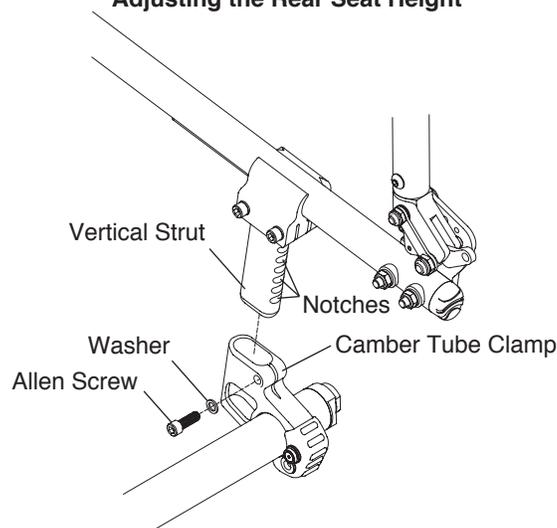
1. Note the original position of the camber tube clamp relative to the notches on the vertical strut. See Figure 8-1.
2. Remove the two Allen screws (one on each side) and washers that secure the camber tube clamps to the vertical struts.
3. Reposition the camber tube clamp to the desired height. Notches are 1 cm apart.

**Note:** Vertical struts come in three sizes, short, medium and long. If you are not able to achieve the desired seat height with your existing vertical strut, you may need to purchase longer or shorter struts.

4. Make sure the identical notches are used on both vertical struts.
5. Reinstall the two Allen screws (one on each side) and washers and securely tighten.
6. Check the toe-in/toe-out and adjust as needed, and square the casters as needed. See pages 8-3 and 8-4.

# CHAPTER 8: AXLE PLATES & CAMBER PLUGS (CENTER OF GRAVITY; REAR SEAT HEIGHT)

**Figure 8-1**  
**Adjusting the Rear Seat Height**



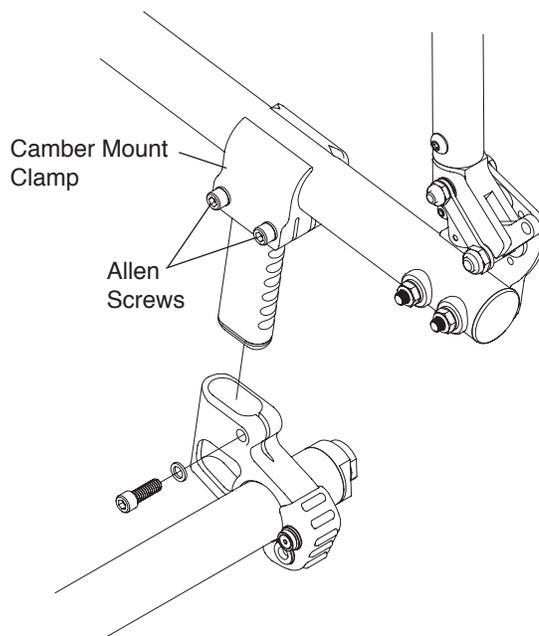
## **Adjusting the Center of Gravity**

Tools Needed:

- 5 mm Allen Wrench
- Ruler

1. Loosen, but do not remove, the four Allen screws (two on each side of the chair) that secure the camber mount clamps to the frame. See Figure 8-2.
2. Slide the camber mount clamps forward or rearward along the frame until it is positioned in the desired location. Use a ruler to ensure the camber mount assemblies on both sides of the chair are the same distance from the ends of the frame tubes.
3. Securely tighten the four Allen screws.
4. Check the rear seat height and adjust as needed.
5. Check the toe-in/toe-out and adjust as needed and square the casters as needed. See pages 8-3 and 8-4.

**Figure 8-2**  
**Adjusting the Center of Gravity**



# CHAPTER 8: AXLE PLATES & CAMBER PLUGS (CENTER OF GRAVITY; REAR SEAT HEIGHT)

---

## Replacing the Camber Tube

Tools Needed:

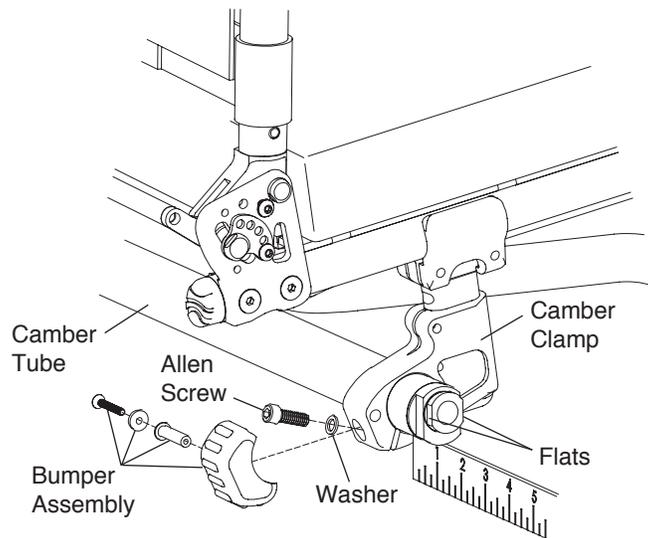
- 5 mm Allen Wrench
- 2.5 mm Allen Wrench
- Ruler

1. Remove the rear wheels and place the frame on a level surface.
2. Using the 2.5 mm Allen wrench, remove the bumper assembly, making note of the order in which the parts are assembled.

**Note:** Your chair may not include the bumper assembly if you have anti-tips. Follow the instructions under “User-Friendly Anti-tips - Mounting” on page 13-4.

3. Loosen, but do not remove, the Allen screw that secures the camber tube to each camber clamp. See Figure 8-3.
4. Remove the camber tube.
5. Install the new camber tube, making sure the distance from the outside edge of the camber clamp to the end of the camber tube is identical on each side of the chair.
6. Make sure that the camber plug flats are perpendicular to the ground and that the camber is oriented properly.
7. Securely tighten both Allen screws.
8. Reinstall the bumper assembly.
9. Reinstall the rear wheels.
10. Check the toe-in/toe-out and adjust as needed and square the casters. See pages 8-3 and 8-4.

**Figure 8-3**  
**Replacing the Camber Tube**



# CHAPTER 8: AXLE PLATES & CAMBER PLUGS (CENTER OF GRAVITY; REAR SEAT HEIGHT)

## Adjusting Toe-In/Toe-Out

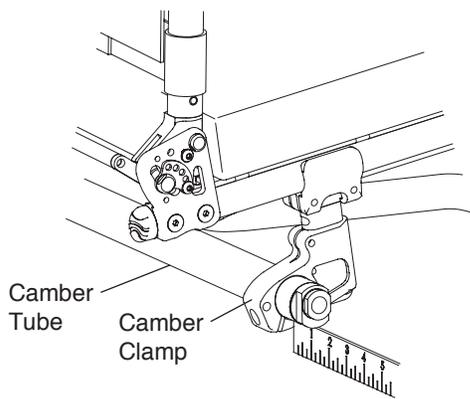
Tools Needed:

- 5 mm Allen Wrench
- 22 mm Open End Wrench
- Ruler or Tape Measure

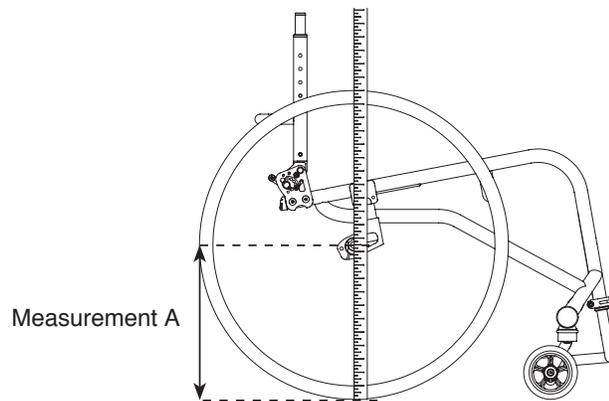
**Note:** Adjusting toe-in/toe-out does not apply to chairs with 0° camber; however, it is still necessary to make sure that the camber plug flats are perpendicular to the ground and the axle sleeve is located at the uppermost part of the plug.

1. Make sure the distance from the end of the camber tube to the camber clamp is identical on both sides of the chair. See Figure 8-4.
2. Make sure the rear wheels are properly inflated.
3. Place the chair on all four wheels with the casters trailing toward the rear of the frame. See Figure 8-5.

**Figure 8-4**  
**Adjusting the Toe-In/Toe-Out**



**Figure 8-5**  
**Adjusting the Toe-In/Toe-Out**



4. Measure from the floor to the center of the axle ("Measurement A"). Be sure the tape measure/ruler is perpendicular to the floor.
5. Block the wheels with a heavy object so the chair can not roll forward or backward (do not use the wheel locks as this may affect the toe-in/toe-out adjustment).
6. Measuring from the floor at the rear of each tire, mark the tire (with a felt tip pen) at the same height as Measurement A.
7. Measuring from the floor at the front of each tire, mark the tire (with a felt tip pen) at the same height as Measurement A.
8. Measure the distance between the left and right tires at the rear reference marks made in Step 6. See Figure 8-6.
9. Measure the distance between the left and right tires at the front reference marks made in Step 7.
10. If the measurements in Steps 8 and 9 are the same (within 3 mm), no toeing adjustment is needed, and you may skip to Step 13. If not, proceed to Step 11.
11. Loosen the Allen screw in each camber clamp that secures the camber tube in place.
12. If the measurement in Step 9 is less than the measurement in Step 8, rotate the camber tube using the 22 mm Open End wrench rearward to toe-out the rear wheels. If the measurement in Step 9 is greater than the measurement in Step 8, rotate the camber tube using the 22 mm Open End wrench forward to toe-in the rear wheels. Continue adjusting the camber tube until these two measurements are equal. See Figure 8-7.
13. Securely tighten the Allen screws in the camber tube mount.
14. Square the casters to the floor.

## CHAPTER 8: AXLE PLATES & CAMBER PLUGS (CENTER OF GRAVITY; REAR SEAT HEIGHT)

---

Figure 8-6  
Adjusting the Toe-In/Toe-Out

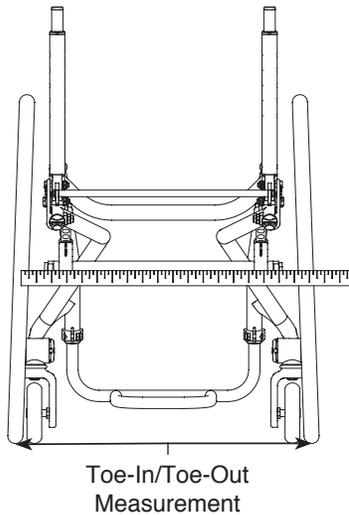
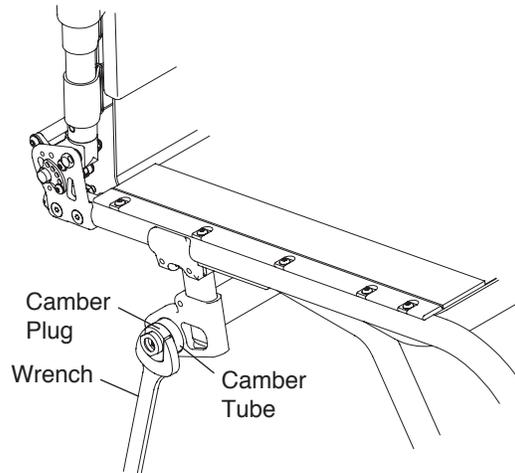


Figure 8-7  
Adjusting the Toe-In/Toe-Out



**⚠ WARNING**

Do not attempt any of the procedures in this chapter when the chair is occupied.

*If you ignore this Warning, you may fall, tip over or lose control of the wheelchair and seriously injure yourself or others or damage the wheelchair.*

blank page

# CHAPTER 9: AXLES

## Stainless and Titanium Quick-Release Axles

### Adjusting

#### ⚠ WARNING

Quick-Release Axles are pre-adjusted to permit minimal “play” in the axle. Permobil Manual recommends that you do not adjust the axle. Improperly adjusting the axle could cause it to malfunction—too much “play” can cause the axle to bend and become stuck in the axle sleeve or Zero Play camber tube; too little “play” can prevent the locking balls from engaging fully, causing the wheel to disengage from the chair without warning. Permobil Manual recommends that an authorized dealer make any adjustments.

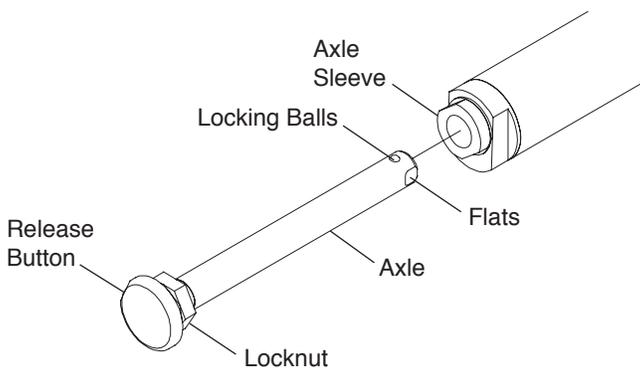
*If you ignore this Warning, you may fall, tip over or lose control of the wheelchair and seriously injure yourself or others or damage the wheelchair.*

#### Tools Needed:

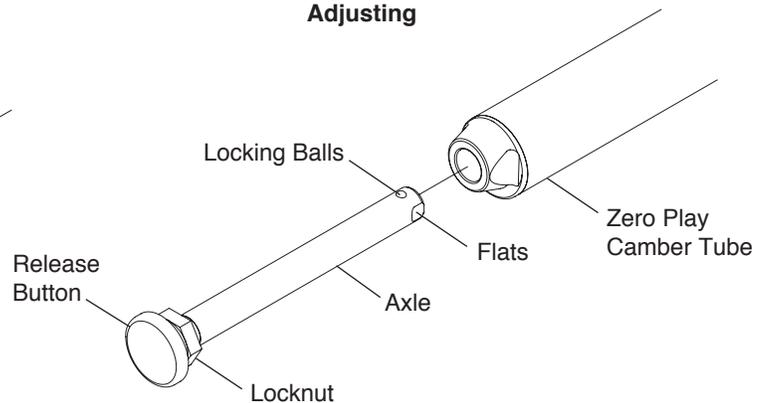
- 19 mm Open End Wrench
- 11 mm Open End Wrench

1. Depress the release button and remove the rear wheel and Quick-Release Axle. See Figures 9-1 and 9-2.
2. Remove the axle from the wheel by depressing the release button and sliding the axle through the rear wheel hub.
3. Once removed from the hub, release the release button (the locking balls should be fully extended).
4. Increase or decrease axle play by adjusting the locknut while securing the opposite end of the axle using the smaller wrench at the flats at the end of the axle.
5. Depress the release button on the Quick-Release Axle and slide the axle through the rear wheel hub.
6. Depress the release button and reinstall the rear wheel into the axle sleeve or Zero Play camber tube.
7. Before riding in the chair, make sure the locking balls have fully secured the wheel in the axle sleeve or Zero Play camber tube by pulling on the hub without depressing the release button on the Quick-Release Axle. If the locking balls do not fully engage, repeat these procedures and increase the play (i.e., increase the distance between the locknut and the locking balls) to permit the locking balls to fully engage properly. Also, check to make sure there is not too much play in the axle.

**Figure 9-1  
Adjusting**



**Figure 9-2  
Adjusting**



## Quad Quick-Release Axles

### Adjusting the Quad Quick-Release Handle

#### ⚠ WARNING

Quick-Release Axles are pre-adjusted to permit minimal “play” in the axle. Permobil Manual recommends that you do not adjust the axle. Improperly adjusting the axle could cause it to malfunction—too much “play” can cause the axle to bend and become stuck in the axle sleeve or Zero Play camber tube; too little “play” can prevent the locking balls from engaging fully, causing the wheel to disengage from the chair without warning. Permobil Manual recommends that an authorized dealer make any adjustments.

*If you ignore this Warning, you may fall, tip over or lose control of the wheelchair and seriously injure yourself or others or damage the wheelchair.*

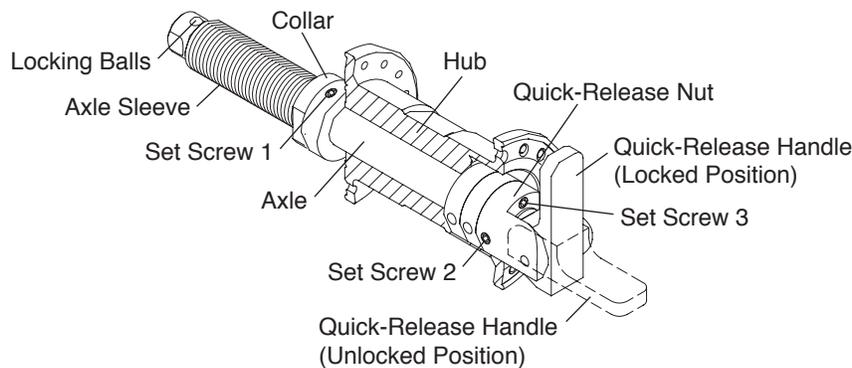
If the release handle does not flip back and forth from locked to unlocked properly, or if you cannot fully engage it in the locked position or the unlocked position, the procedure below will permit you to adjust the operation of the handle.

**Tools Needed:**

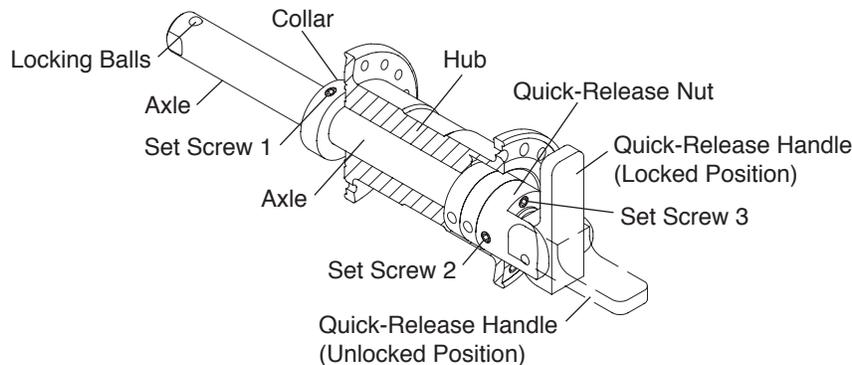
- 2 mm Allen Wrench

1. Flip the quick-release handle to the unlocked position and remove the rear wheel and Quick-Release Axle. See Figures 9-3 and 9-4.
2. Flip the quick-release handle to the locked position.
3. To adjust the “play” between the quick-release handle and the release button inside the quick-release nut: (a) loosen Set Screw 2 on the quick release nut; (b) rotate the quick-release nut clockwise or counter-clockwise on the axle until the release button inside the quad quick-release nut just touches the release handle while it is in the locked position; and (c) tighten Set Screw 2.
4. Adjusting the “play” in the quick-release handle may necessitate an adjustment to the “play” between the collar and the wheel hub. See “Adjusting the Play” on page 9-3.
5. With the quick-release handle in the unlocked position, reinstall the rear wheel on the chair.
6. Before riding in the chair, make sure the locking balls have fully secured the wheel in the axle sleeve by pulling on the hub with the release handle in the locked position. If the locking balls do not fully engage, repeat these procedures to increase the “play” (i.e., increase the distance between the quick-release nut and the locking balls), to permit the locking balls to fully engage properly. Also, check to make sure there is not too much “play” in the axle. See “Adjusting the Play” on page 9-3.

**Figure 9-3  
Axle Adjustment**



**Figure 9-4  
Axle Adjustment  
Zero Play Camber Tube**



## CHAPTER 9: AXLES

---

### **⚠ WARNING**

The threads on the set screws on the Quad Quick-Release Axles assemblies are treated with Loctite® 242®, a medium strength thread lock. If you loosen any set screw, you **MUST** remove and reapply Loctite® 242® or an equivalent medium strength thread lock.

*If you ignore this Warning, your rear wheel could become loose or fall off and you could fall, tip over or lose control of the wheelchair and seriously injure yourself or others or damage the wheelchair.*

### **Adjusting the “Play”**

### **⚠ WARNING**

Quick-Release Axles are pre-adjusted to permit minimal “play” in the axle. Permobil Manual recommends that you do not adjust the axle. Improperly adjusting the axle could cause it to malfunction—too much “play” can cause the axle to bend and become stuck in the axle sleeve or Zero Play camber tube; too little “play” can prevent the locking balls from engaging fully, causing the wheel to disengage from the chair without warning. Permobil Manual recommends that an authorized dealer make any adjustments.

*If you ignore this Warning, you may fall, tip over or lose control of the wheelchair and seriously injure yourself or others or damage the wheelchair.*

If there is too much “play” in the axle so the wheel is loose when locked into position in the axle sleeve or Zero Play camber tube or too little “play” so the locking balls do not properly engage, follow this procedure:

Tools Needed:

- 2 mm Allen Wrench

1. Flip the quick-release handle to the unlocked position and remove the rear wheel and Quick-Release Axle. See Figures 9-3 and 9-4.
2. Adjust Set Screw 3 on the quick-release nut so that no portion of Set Screw 3 is protruding out of the opposite side of the quick-release nut (the side adjacent to the wheel hub).
3. Loosen Set Screw 1 on the collar.
4. Replace the wheel on the chair.
5. With the wheel still on the chair and the quad quick-release handle in the locked position so the locking balls are fully engaged, be sure the collar is snug against the outer rear wheel bearing and securely tighten Set Screw 1 so the collar is securely on the axle.
6. With the release handle in the unlocked position, turn Set Screw 3 clockwise to remove any remaining play between the wheel hub and collar.
7. Flip the quad quick-release handle to the locked position and check the “play” in the axle. Make sure the locking balls fully engage and lock the axle into the camber tube. If there is still too much “play” in the axle, repeat the procedure in Step 6. If you have taken too much “play” out of the axle, repeat the procedure in Step 6, but turn Set Screw 3 counterclockwise to add “play” to the axle.
8. Before riding in the chair, check the “play” in the wheel and check to make sure the locking balls have fully secured the axle inside the axle sleeve or Zero Play camber tube by pulling on the hub with the quad quick-release handle in the locked position. If the locking balls do not properly engage or there is too much “play”, return to Step 1 and repeat this procedure.

### **⚠ WARNING**

The threads on the set screws on the Quad Quick-Release Axle assemblies are treated with Loctite® 242®, a medium strength thread lock. If you loosen any set screw, you **MUST** remove and reapply Loctite® 242® or an equivalent medium strength thread lock.

*If you ignore this Warning, your rear wheel could become loose or fall off and you could fall, tip over or lose control of the wheelchair and seriously injure yourself or others or damage the wheelchair.*

blank page

# CHAPTER 10: WHEEL LOCKS

## ⚠ WARNING

Permobil Manual recommends that you remove the wheel locks from your chair frame prior to engaging in any contact sport.

*If you ignore this Warning, you may seriously injure yourself or others or damage the wheelchair.*

## ⚠ WARNING

The wheel stop must embed at least 5 mm into the tire or the chair may roll unexpectedly. Therefore, before adjusting the lock you must inflate the tires to the recommended tire pressure (see sidewall of the tire). If you adjust the locks when the tires are under-inflated, the lock will not operate properly when the tire is fully inflated.

*If you ignore this Warning, you may fall, tip over or lose control of the wheelchair and seriously injure yourself or others or damage the wheelchair.*

## ⚠ WARNING

After adjusting the wheel locks, engage the wheel locks and push against the tires to verify that the wheel locks prevent the wheels from moving. If not, readjust the wheel locks until the wheel locks securely prevent the chair from rolling.

*If you ignore this Warning, you may fall, tip over or lose control of the wheelchair and seriously injure yourself or others or damage the wheelchair.*

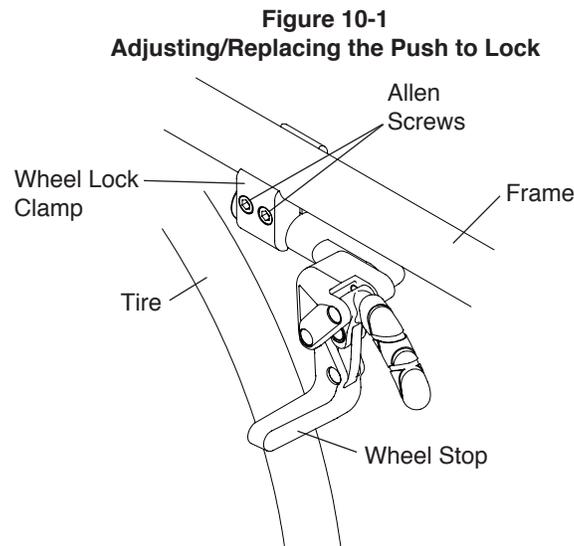
## Compact Push to Lock

### Adjusting

Tools Needed:

- 5 mm Allen Wrench

1. Loosen, but do not remove, the Allen screws in the wheel lock clamp. See Figure 10-1.
2. Adjust the position of the wheel lock clamp on the frame so the wheel stop embeds at least 5 mm into the tire when engaged in the locked position.
3. Securely tighten the two Allen screws that secure the wheel lock clamp to the frame.



## Replacing

Tools Needed:

- 5 mm Allen Wrench

1. Loosen, but do not remove, the two Allen screws that secure the wheel lock clamp to the frame. See Figure 10-1.
2. Slide the wheel lock out of the clamp.
3. Slide the new wheel lock into the wheel lock clamp, but do not tighten the Allen screws.
4. Follow the procedures under “Compact Push to Lock - Adjusting” on page 10-1 to position and secure the new wheel lock.

## Compact Pull to Lock

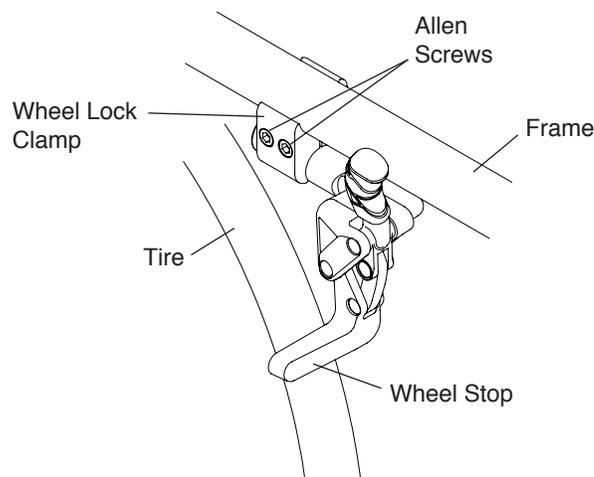
### Adjusting

Tools Needed:

- 5 mm Allen Wrench

1. Loosen, but do not remove, the Allen screws in the wheel lock clamp. See Figure 10-2.
2. Adjust the position of the wheel lock clamp on the frame so the wheel stop embeds at least 5 mm into the tire when engaged in the locked position.
3. Securely tighten the two Allen screws that secure the wheel lock clamp to the frame.

**Figure 10-2**  
**Adjusting/Replacing the Pull to Lock**



## Replacing

Tools Needed:

- 5 mm Allen Wrench

1. Loosen, but do not remove, the two Allen screws that secure the wheel lock clamp to the frame. See Figure 10-2.
2. Slide the wheel lock out of the clamp.
3. Slide the new wheel lock into the wheel lock clamp, but do not tighten the Allen screws.
4. Follow the procedures under “Compact Pull to Lock - Adjusting” on page 10-2 to position and secure the new wheel lock.

## Compact Push to Lock and Compact Pull to Lock Wheel Locks with Extension Handles

All of the adjustments set forth under “Compact Push to Lock and Compact Pull to Lock” on pages 10-1 to 10-2 apply to the Compact Push to Lock and Compact Pull to Lock Wheel Locks with Extension Handles.

# CHAPTER 10: WHEEL LOCKS

## Composite Scissor Lock

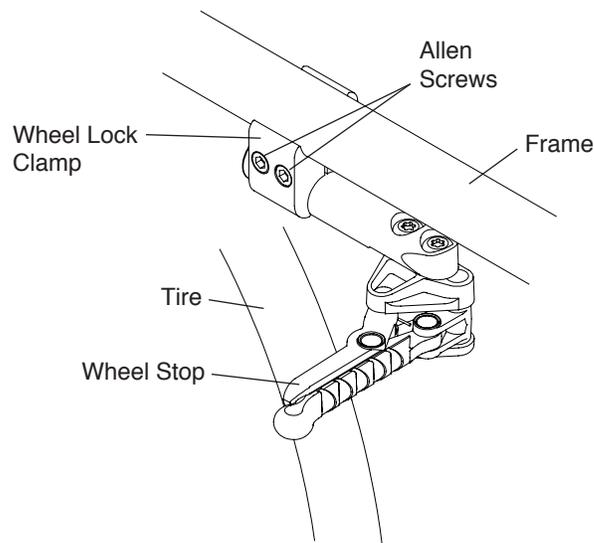
### Adjusting

Tools Needed:

- 5 mm Allen Wrench

1. Loosen, but do not remove, the Allen screws in the wheel lock clamp. See Figure 10-3.
2. Adjust the position of the wheel lock clamp on the frame so the wheel stop embeds at least 5 mm into the tire when engaged in the locked position.
3. Securely tighten the two Allen screws that secure the wheel lock clamp to the frame.

**Figure 10-3**  
**Adjusting/Replacing the Scissor Lock**



### Replacing

Tools Needed:

- 5 mm Allen Wrench

1. Loosen, but do not remove, the two Allen screws that secure the wheel lock clamp to the frame. See Figure 10-3.
2. Slide the wheel lock out of the clamp.
3. Slide the new wheel lock into the wheel lock clamp, but do not tighten the Allen screws.
4. Follow the procedures under “Composite Scissor Lock - Adjusting” on page 10-2 to position and secure the new wheel lock.

## Uni-Lock

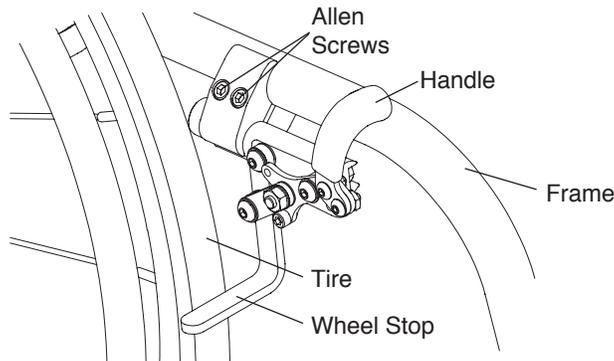
### Adjusting

Tools Needed:

- 5 mm Allen Wrench

1. Loosen, but do not remove, the two Allen screws in the wheel lock clamp. See Figure 10-4.
2. Adjust the position of the wheel lock clamp on the frame so the wheel stop embeds at least 5 mm into the tire when engaged in the locked position.
3. Securely tighten the two Allen screws that secure the wheel lock clamp to the frame.

**Figure 10-4**  
**Adjusting/Replacing**



## Replacing

Tools Needed:

- 5 mm Allen Wrench

1. Loosen, but do not remove, the two Allen screws that secure the wheel lock clamp to the frame. See Figure 10-4.
2. Slide the wheel lock out of the clamp.
3. Slide the new Uni-Lock into the wheel lock clamp, but do not tighten the Allen screws.
4. Follow the procedures under “Uni-Lock - Adjusting” on page 10-3 to position and secure the new wheel lock.

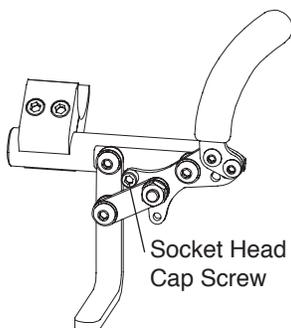
## Changing the Uni-Lock from the Push to the Pull Position

Tools Needed:

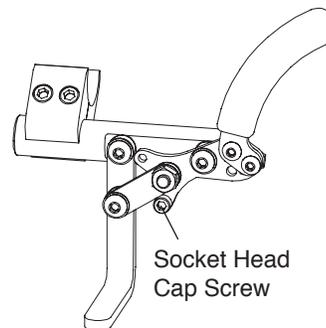
- 4 mm Allen Wrench

The Uni-Lock wheel lock can be set up so that you either pull the handle to engage the lock or push the handle to engage the lock. To determine which setup you have, locate the small Socket Head Cap screw in the wheel lock handle base. If it is in the upper position (see Figure 10-5), the Uni-Lock is set to the “Pull to Lock” position. If it is in the lower position (see Figure 10-6), the Uni-Lock is set to the “Push to Lock” position.

**Figure 10-5**  
**Pull to Lock Position**



**Figure 10-6**  
**Push to Lock Position**

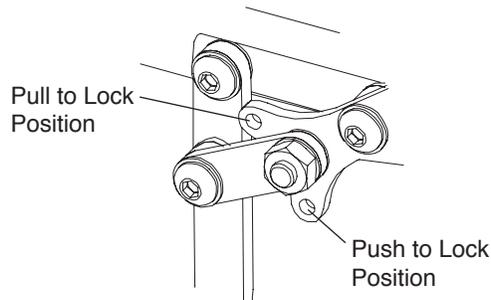


You can change the operation from pull to push or vice versa as follows:

1. Make sure the wheel lock has been disengaged from the tire.
2. Remove the Socket Head Cap screw and reposition it to either the “Pull to Lock” or “Push to Lock” position, as desired. See Figure 10-7.
3. Securely tighten the Socket Head Cap screw.

# CHAPTER 10: WHEEL LOCKS

**Figure 10-7**  
Repositioning the Handle

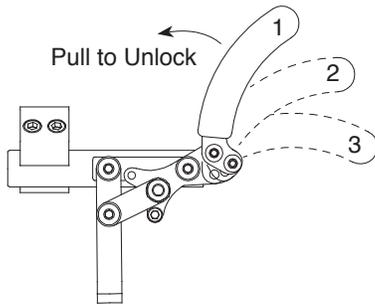


## Repositioning the Handle of the Uni-Lock Wheel Lock

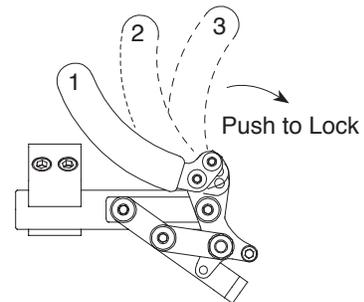
Six (6) handle positions are achievable using the Uni-Lock. See Figures 10-8 through 10-11. Each handle position can be used as either a “Pull to Lock” or a “Push to Lock” (see “Changing the Uni-Lock From the Push to the Pull Position” on pages 10-4 through 10-6), resulting in 12 possible Uni-Lock setups.

Figures 10-8 through 10-11 show the handle in both the engaged (locked) and disengaged (unlocked) positions. Study the Figures to determine which handle configuration will work best for you. Follow the directions below to reconfigure your handle to the desired configuration.

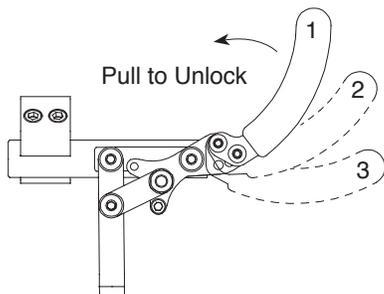
**Figure 10-8**  
Standard Handle Positions 1, 2 and 3 (Locked)



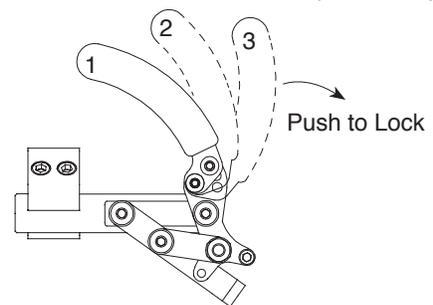
**Figure 10-9**  
Standard Handle Positions 1, 2 and 3 (Unlocked)



**Figure 10-10**  
Reverse Handle Positions 1, 2 and 3 (Locked)



**Figure 10-11**  
Reverse Handle Positions 1, 2 and 3 (Unlocked)



### Standard Handle Positions 1, 2, 3

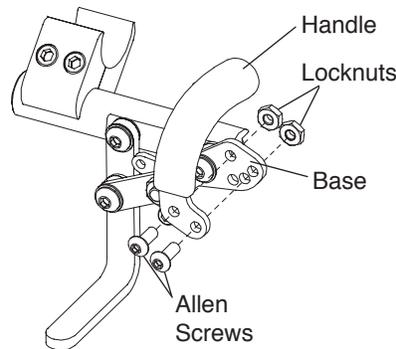
The Uni-Lock ships with the handle in Standard Position 3. If you desire to switch to Standard Positions 1 or 2, follow the procedures below.

#### Tools Needed:

- 3 mm Allen Wrench
- 8 mm Open End Wrench

1. As shown in Figure 10-12, the wheel lock handle attaches to the wheel lock handle base with two Allen screws. There is only one hole in the wheel lock handle base through which to attach the upper Allen screw. There are three holes in the wheel lock handle base through which to attach the lower Allen screw.
2. Remove the lower Allen screw and locknut that secure the wheel lock handle to the wheel lock handle base.
3. Loosen, but do not remove, the upper Allen screw that secures the wheel lock handle to the wheel lock handle base.
4. Reposition the wheel lock handle to the desired Standard Handle Position 1, 2 or 3 (see Figures 10-8 and 10-9) and replace the Allen screw and locknut.
5. Securely tighten both Allen screws and locknuts.

**Figure 10-12**  
**Removing the Wheel Lock Handle**



### Reversed Handle Positions 1, 2, 3

You can achieve three additional wheel lock handle positions for your Uni-Lock by reversing the wheel lock handles from the right and left Uni-Locks. To do this, follow the procedures below.

#### Tools Needed:

- 3 mm Allen Wrench
- 8 mm Open End Wrench

1. Remove the two Allen screws and locknuts that secure the wheel lock handle to the wheel lock handle base on both the right and left Uni-locks. See Figure 10-12.
2. Install the wheel lock handle from the left Uni-Lock on the right Uni-Lock in the desired position (see Figures 10-10 and 10-11).
3. Install the wheel lock handle from the right Uni-Lock on the left Uni-Lock.
4. Securely tighten all screws and locknuts.

### **Uni-Lock with Extension Handles**

All of the adjustments set forth under “Uni-Lock” on pages 10-3 to 10-6 apply to the Uni-Lock with Extension Handles.

# CHAPTER 10: WHEEL LOCKS

---

## Aluminum Scissor Lock

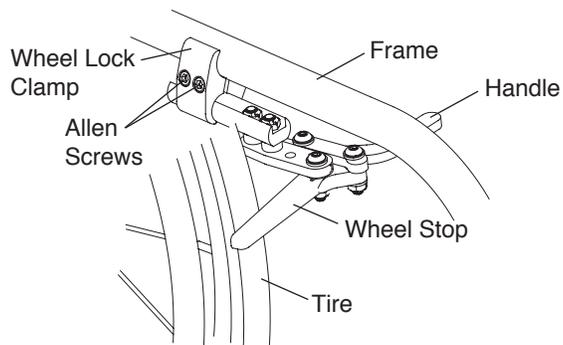
### Adjusting

Tools Needed:

- 5 mm Allen Wrench

1. Loosen, but do not remove, the two Allen screws in the wheel lock clamp. See Figure 10-13.
2. Adjust the position of the wheel lock clamp on the frame so the wheel stop embeds at least 5 mm into the tire when engaged in the locked position.
3. Securely tighten the two Allen screws that secure the wheel lock clamp to the frame.

**Figure 10-13**  
**Adjusting/Replacing the Aluminum Wheel Lock**



### Replacing

Tools Needed:

- 5 mm Allen Wrench

1. Loosen, but do not remove, the two Allen screws that secure the wheel lock clamp to the frame. See Figure 10-13.
2. Slide the wheel lock out of the clamp.
3. Slide the new Aluminum Scissor Lock into the wheel lock clamp, but do not tighten the two Allen screws.
4. Follow the procedure under "Aluminum Scissor Lock - Adjusting" on page 10-6 to position and secure the new Aluminum Scissor Lock.

blank page

# CHAPTER 11: CASTERS, FORKS AND CASTER PIN LOCKS

## ⚠ WARNING

Always mount identical size Casters and Forks on both sides of your wheelchair.

*If you ignore this you may fall, tip over, or lose control of the Wheelchair and seriously injure yourself, others, or damage the wheelchair.*

## Standard Forks

### Replacing Casters

Tools Needed:

- 3 mm Allen Wrench (2)

1. Remove one Allen Screw, C Spring Washer, and Axle. To do this, use one Allen Wrench to hold one Allen Screw in place and a second Allen Wrench to loosen the other Allen Screw. See Figure 11-1.
2. Remove the Axle, Caster, and Spacers.
3. Install the new Caster, Spacers, Axle, and C Spring Washers onto the Fork. Securely tighten the two Allen Screws so there is no space between the Caster, the Spacers, and the Fork sides by using one Allen Wrench to hold one Allen Screw in place and another to tighten the other Allen Screw. See Figure 11-1.

**Note:** If your wheelchair has 4", 5", or 6" LiteSpeed Casters, make sure that Spacer 2 (which is wider than Spacer 1) is positioned on the recessed side of the Caster, which should be oriented outwards when the Casters are in the trailing position. See Figure 11-1.

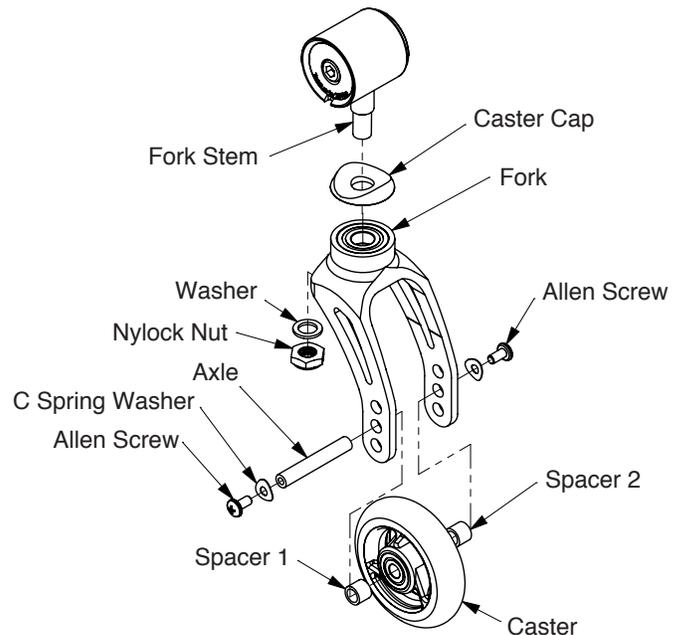
### Replacing Forks

Tools Needed:

- 3 mm Allen Wrench (2)
- 17 mm Socket Wrench (1)

1. Remove the Casters. See "Standard Forks – Replacing Casters" above.
2. Using the 17 mm Wrench, loosen and remove the Nylock Nut and Washer from the Fork Stem. See Figure 11-1.
3. Remove the Fork and Caster Cap, then install the Caster Cap and replacement Fork on the Fork Stem.
4. Replace the Nylock Nut and Washer and securely tighten using the 17 mm Wrench. Nylock Nut should be tight enough to provide a slight amount of swivel on the Fork.
5. Reinstall the Casters. See "Standard Forks – Replacing Casters" above.

**Figure 11-1**  
**Slipstream Single-Sided Fork**



# CHAPTER 11: CASTERS, FORKS AND CASTER PIN LOCKS

---

## Adjusting the Front Seat Height with Standard Forks

### ⚠ WARNING

Always use identical Axle holes on both sides of your wheelchair.

Tools Needed:

- 3 mm Allen Wrench (2)

**Note:** If using 3" or 4" Casters you can adjust the front seat height of your wheelchair up or down without changing the Casters to a larger or smaller size. The full range of adjustability is not available with 5" or 6" Casters.

1. Remove the Casters. See “Standard Forks – Replacing Casters” on page 11-1.
2. With the Axle removed, line up the Spacers, Caster, and desired alternative Axle hole. See Figure 11-1.
3. Insert Axle into lined up holes and secure together with Allen Screws using the Allen Wrench. See “Standard Forks – Replacing Casters” on page 11-1
4. Repeat steps 1 through 3 for opposite Fork.

## Adjusting the Angle of the Fork in the Caster Mount

### ⚠ WARNING

When assembling caster wedges, be sure to clean all surfaces from foreign objects and grease using a dry cloth. Using rubber gloves, apply SAC-2 SuperGrip™ to the inside of the caster housing after every fourth removal.

### ⚠ WARNING

Be sure that the Allen Screw is sufficiently tightened to 25 Nm.

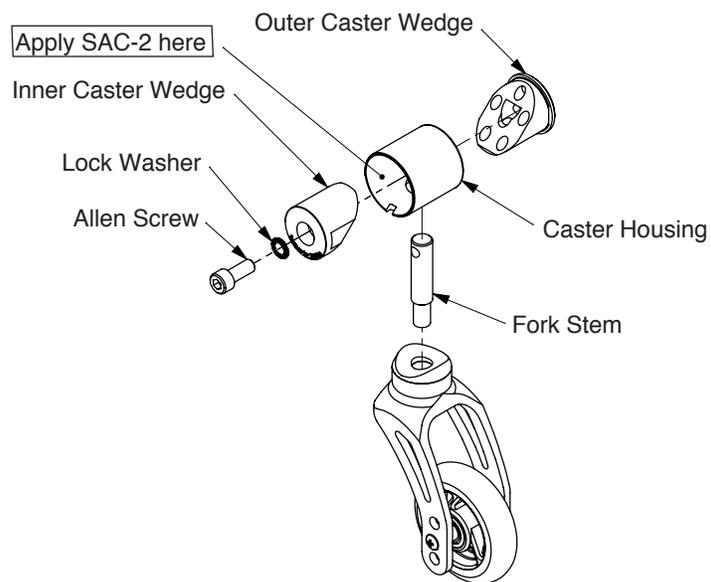
Tools Needed:

- 6 mm Socket Bit (1)
- Torque Wrench (1)
- Drafting Triangle (1)
- SAC-2 SuperGrip™ Carbon and Alloy Assembly Compound (1)
- Rubber Gloves (1)

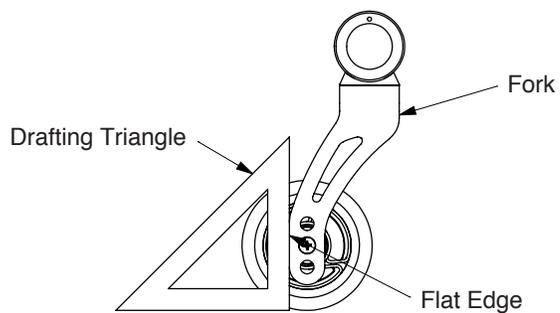
1. Place wheelchair on a smooth, level surface with the Casters trailing rearward.
2. Using a 6 mm Socket Bit on a Torque Wrench, loosen but do not remove the Allen Screw enough to allow the Fork Stem to slide inside the Caster Housing slot. See Figure 11-2.
3. Using a Drafting Triangle or similar 90° angle tool, rotate the Fork until the flat edge of the Fork is perpendicular to the level surface. See Figure 11-3.
4. Tighten the Allen Screw through the Caster Wedges to 25 Nm using the 6 mm Socket Bit and Torque Wrench. See Figure 11-2 or 11-3.
5. Repeat steps 2 through 4 for the opposite side caster.
6. Recheck flat edge of the Forks to be certain they are perpendicular to the level surface before riding.

# CHAPTER 11: CASTERS, FORKS AND CASTER PIN LOCKS

**Figure 11-2**  
**Adjusting the Angle**



**Figure 11-3**  
**Adjusting the Angle**



# CHAPTER 11: CASTERS, FORKS AND CASTER PIN LOCKS

## Slipstream Single-Sided Forks

### Replacing Casters

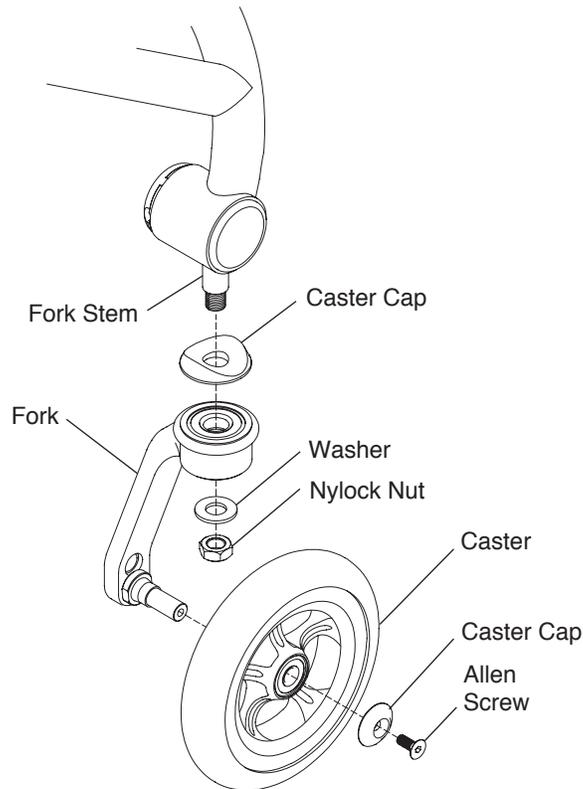
Tools Needed:

- 3 mm Allen Wrench

1. Remove the Allen screw and caster cap. See Figures 11-4.
2. Remove the caster.
3. Install the new caster onto the Slipstream Single-Sided Fork, replace the single sided caster cap and securely tighten the screw so there is no space between the caster and the Slipstream Single-Sided Fork side.

**Note:** Caster wheel is asymmetrical. Deeper caster side should be outward facing when in the trialing position.

**Figure 11-4**  
**Slipstream Single-Sided Fork**



### Replacing Forks

Tools Needed:

- 17 mm Socket Wrench
- 3 mm Allen Wrench

1. Remove the casters. See “Slipstream Single-Sided Forks – Replacing Casters” on page 11-4.
2. Remove the nylock nut and washer. See Figure 11-4.
3. Remove the old fork and install the replacement fork on the fork stem.
4. Replace the nylock nut and washer and securely tighten.
5. Reinstall the casters. See “Slipstream Single-Sided Forks – Replacing Casters” on page 11-4.

# CHAPTER 11: CASTERS, FORKS AND CASTER PIN LOCKS

## Adjusting the Front Seat Height – Standard Forks

You can adjust the front seat height of your chair up or down without changing the casters to a larger or smaller size. Follow the procedures under “Standard Forks – Replacing Casters” on page 11-1 to mount the casters in the alternative axle holes in the fork. The full range of adjustability will not be available with 13 cm or 15 cm casters. Additional adjustability may be achieved with different forks or casters or with fork stem extensions. Contact Permobil Manual Customer Service for assistance.

## Adjusting the Front Seat Height – Slipstream Single-Sided Forks

Tools needed:

- 16 mm Open End Wrench
- Screwdriver

You may be able to adjust the front seat height of your chair up or down without changing the casters to a larger or smaller size. The full range of adjustability will not be available with 13 cm or 15 cm casters. Note that the left caster axle is left hand threaded, while the right caster axle is right hand threaded.

1. Remove the caster. See “Slipstream Single-Sided Forks – Replacing Casters” on page 11-4.
2. Using the shaft of the screwdriver, remove the E-Ring by pressing downward across the open portion of the E-Ring. The E-Ring will spring off of the axle, you must wear protective eyewear.
3. Using the 16 mm Open End wrench, remove the axle from the Single-Sided Fork.
4. Place the axle in the alternate axle hole and securely tighten.
5. Using the shaft of the screwdriver, replace the E-Ring by pressing downward across the closed portion of the E-Ring, snapping the E-ring into place.
6. Replace the caster. See “Slipstream Single-Sided Forks – Replacing Casters” on page 11-4.
7. Follow Steps 1 through 6 on the opposite fork.

### ⚠ WARNING

Always use identical axle holes on both sides of your chair.

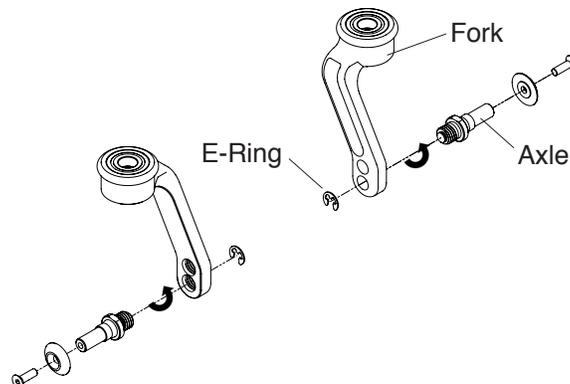
*If you ignore this Warning, you may fall, tip over or lose control of the wheelchair and seriously injure yourself or others or damage the wheelchair.*

### ⚠ WARNING

The threads on the screws that secure the casters to the fork and the axles are treated with Vibra-TITE® VC-3, a locking and sealing coating, to reduce the possibility they will become loose. You should be able to remove and reinstall these screws and axles approximately four times without reapplying the coating. If you repeatedly remove and reinstall these screws or axles, Permobil Manual requires that you reapply Vibra-TITE® VC-3 after every fourth adjustment.

*If you ignore this Warning, you may fall, tip over or lose control of the wheelchair and seriously injure yourself or others or damage the wheelchair.*

**Figure 11-5**  
**Single-Sided Fork**



# CHAPTER 11: CASTERS, FORKS AND CASTER PIN LOCKS

## Glide Forks

### ⚠ WARNING

Always mount identical size casters and forks on both sides of your chair.

*If you ignore this Warning, you may fall, tip over or lose control of the wheelchair and seriously injure yourself or others or damage the wheelchair.*

### Replacing Casters - Standard Forks

Tools Needed:

- Two 3 mm Allen Wrenches

1. Remove the two Allen screws, C Spring washers and axle that secure the caster to the fork. Use one Allen Wrench to hold one screw in place and a second Allen Wrench to loosen the other screw. See Figure 11-6.
2. Remove the caster and spacers from the fork.
3. Install the new caster, spacers and C Spring washers onto the fork and securely tighten the two screws so there is no space between the caster, the spacers and the fork sides. Use one Allen Wrench to hold one screw in place and securely tighten the other screw with the second Allen Wrench.

**Note:** If your chair has 10 cm or 13 cm Permobil LiteSpeed casters, make sure that Spacer 2 (which is wider than Spacer 1) is positioned on the recessed side of the caster, which should be oriented outwards when the casters are in the trailing position.

### Replacing Casters - Slipstream Single-Sided Forks

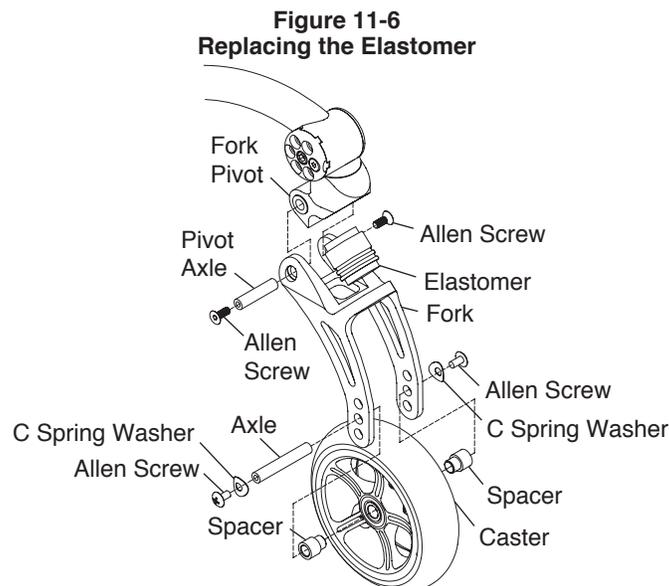
To replace the casters, use the tools and follow the instructions under “Slipstream Single-Sided Forks – Replacing Casters” on page 11-4.

### Replacing the Elastomer

Tools Needed:

- Two 3 mm Allen Wrench

1. Remove the Allen screws from the fork pivot and push out the pivot axle. See Figures 11-6.
2. Separate the two halves of the Glide fork to release the elastomer.
3. Install the new elastomer. See Figures 11-6.
4. Push firmly on the two halves of the Glide fork to facilitate reinstalling the Allen screws and pivot axle.





blank page

# CHAPTER 12: REAR WHEELS

## Rear Wheel with Quick-Release Axle

### Removing

1. Hold wheel securely at the hub. See Figure 12-1.
2. Depress the release button on the quick-release axle and slide the wheel and axle out of the axle sleeve.
3. Release the release button.

### Replacing

#### ⚠ WARNING

Make sure the locking balls fully secure the quick-release axle inside the axle sleeve before operating the chair.

1. Hold wheel securely at the hub. See Figure 12-1.
2. Depress the release button on the quick-release axle, making sure the locking balls recess into the axle.
3. Insert the axle all the way into the axle sleeve.
4. Release the release button.
5. Pull firmly on the wheel (without depressing the release button) to make sure the wheel is locked securely in place.

## Quad Quick-Release Axle

### Removing

1. Unlock the lever on the Quad Quick-Release Axle. See Figure 12-2.
2. Slide wheel and axle out of the axle sleeve.

### Replacing

#### ⚠ WARNING

Make sure the locking balls fully secure the Quad Quick-Release Axle inside the axle sleeve before operating the chair.

*If you ignore this Warning, you may fall, tip over or lose control of the wheelchair and seriously injure yourself or others or damage the wheelchair.*

1. Hold the wheel securely at the hub. See Figure 12-2.
2. Unlock the lever on the Quad Quick-Release Axle, making sure the locking balls recess into the axle.
3. Insert the axle all the way into axle sleeve.
4. Lock the lever on the Quad Quick-Release Axle.
5. Pull firmly on the wheel (without unlocking the lever) to make sure the wheel is locked securely in place.

Figure 12-1  
Removing and Replacing the Rear Wheel  
with the Quick-Release Axle

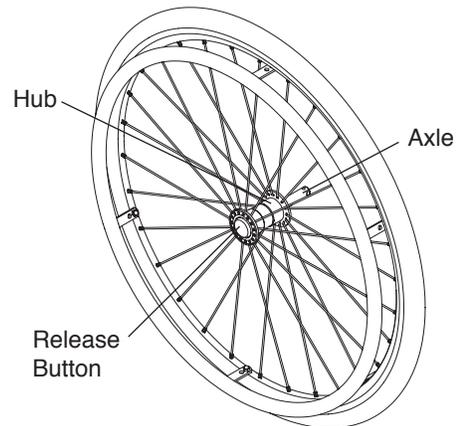
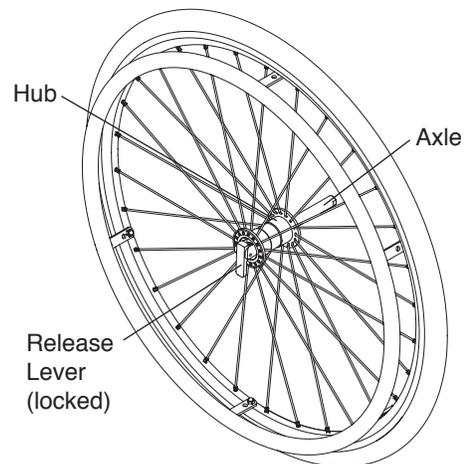


Figure 12-2  
Removing and Replacing the Rear Wheel  
with the Quad Quick-Release Axle



## Handrims

### ⚠ WARNING

You must have your handrims replaced by an authorized Permobil Manual dealer or qualified technician.

## Pneumatic Tires and Tubes

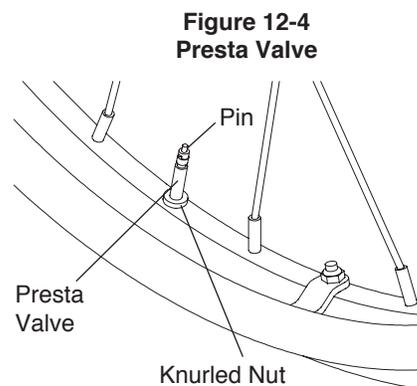
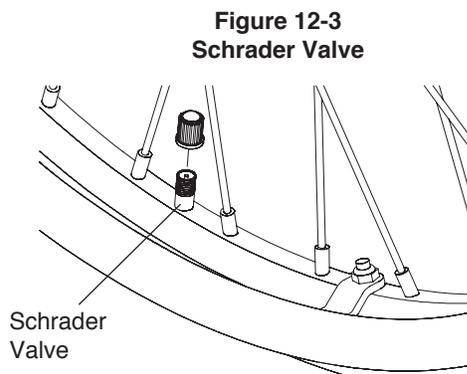
### ⚠ WARNING

Fully deflate the tire before performing any disassembly procedures. Do not re-inflate the tire until all re-assembly is completed.

Tools Needed:

- Tire Lever

1. Remove the rear wheel from the chair.
2. Remove all air from the inner tube. If you have a Schrader valve (see Figure 12-3), remove the valve stem cap and release all of the air from the tube, by pressing down on the pin in the center of the valve stem. If you have a Presta valve (see Figure 12-4), remove the valve stem cap, unscrew, counterclockwise, the knurled nut on the valve stem and release all of the air from the tube by pressing down on the pin in the center of the valve stem.
3. Remove the tire and inner tube.
4. Make sure the rim strip is properly in place.
5. Install the new inner tube and wheel tire onto the wheel.
6. Make sure the tire is properly seated in the wheel rim, and inflate the tire to the correct PSI rating on the sidewall of the tire.
7. Reinstall the rear wheel on the chair.



## Solid Tires

### ⚠ WARNING

Replacement of solid tires requires specialized equipment. Therefore, if your solid tires need replacement, you must have this done by an authorized Permobil Manual dealer or qualified technician.

# CHAPTER 12: REAR WHEELS

## Rear Wheel Spacers

### Adjusting the Rear Wheel Spacing

**⚠ WARNING**

Make sure you use the same spacers on both sides of the chair. Do not use spacers exceeding a total of 2 cm. If more than 2 cm of the axle sleeve is outside of the camber plug, the axle sleeve could disengage from the camber plug while you are using the chair.

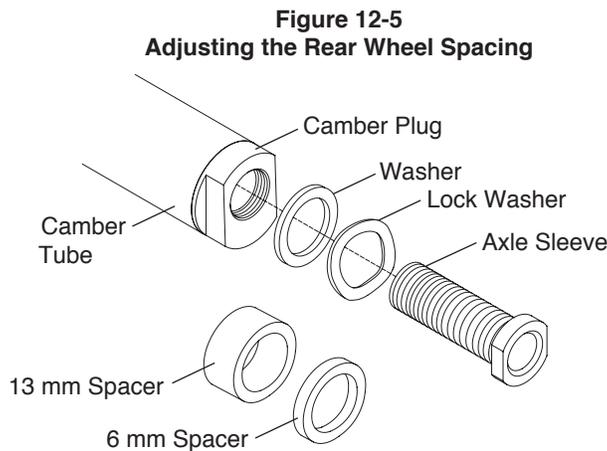
Tools needed:

- 22 mm Open End Wrench
- Two 19 mm Open End Torque Wrenches

1. Place one of the 22 mm Open End wrench onto the camber plug and use the second 19 mm Open End torque wrench to remove the axle sleeve. See Figure 12-5.

**Note:** If you have only one washer and do not have a lock washer, your rear wheel spacing package will include a lock washer. Always use a lock washer.

2. Add or remove the spacers you need to increase/ decrease your rear wheel spacing, keeping the two washers against the head of the axle sleeve.
3. After you have adjusted your rear wheel spacing, reinstall the axle sleeve in the camber plug and hand-tighten.
4. Using a torque wrench, tighten the axle sleeve to 26 N-m.



blank page

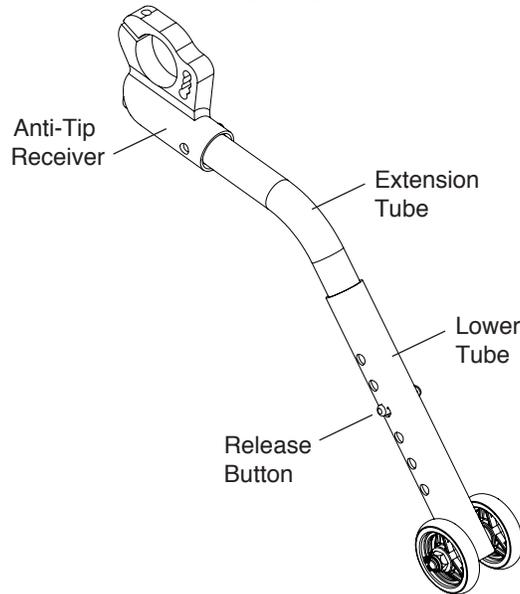
# CHAPTER 13: ANTI-TIPS

## Anti-Tips

### Adjusting

1. The bottom of the anti-tip wheels should be between 4 cm and 5 cm above the floor to ensure proper functionality. To adjust the height, press the two release buttons on the telescoping lower tube, then adjust the height of the lower tube. See Figure 13-1.
2. To rotate the anti-tips upward, press the two release buttons on the extension tube to release the extension tube and rotate upward until the release button locks in place on the opposite side of the anti-tip receiver.
3. To remove the anti-tip, press the release button on the extension tube and pull the extension tube out of the anti-tip receiver.

**Figure 13-1**  
**Adjusting**



### Mounting the Anti-Tip Receiver

#### ⚠ WARNING

Only an authorized Permobil Manual dealer or qualified technician should install the anti-tip receiver.

**Note:** Unless you ordered anti-tips when you originally ordered your Permobil Manual wheelchair, you will need to order replacement Allen screws when ordering your anti-tips.

#### Tools Needed:

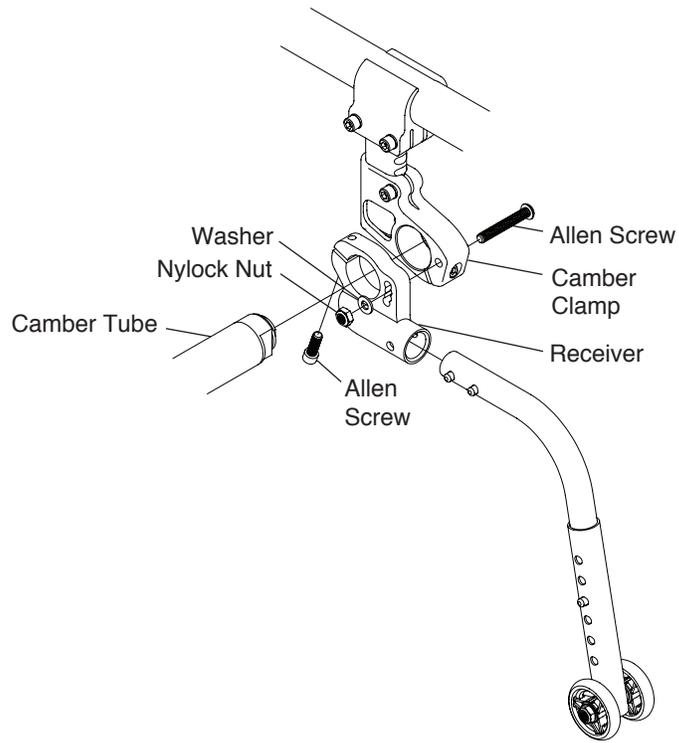
- 4 mm Allen Wrench
- 5 mm Allen Wrench
- 10 mm Open End Wrench

1. Remove the rear wheels and place the frame on a level surface.
2. Remove the camber tube. See “Replacing the Camber Tube” on page 8-3.
3. Thread the Allen screw through the right side camber mount, right side anti-tip receiver and the washer and securely tighten the nylock nut. See Figure 13-2.

**Note:** Make sure that the anti-tip receiver is oriented to be parallel to the floor.

5. Repeat Step 3 on the left side camber mount and the left side anti-tip receiver.
6. Reinstall the camber tube. See “Replacing the Camber Tube” on page 8-3.
7. Tighten the Allen screw in each anti-tip receiver so that it securely clamps into the camber tube.
8. Reinstall the rear wheels.

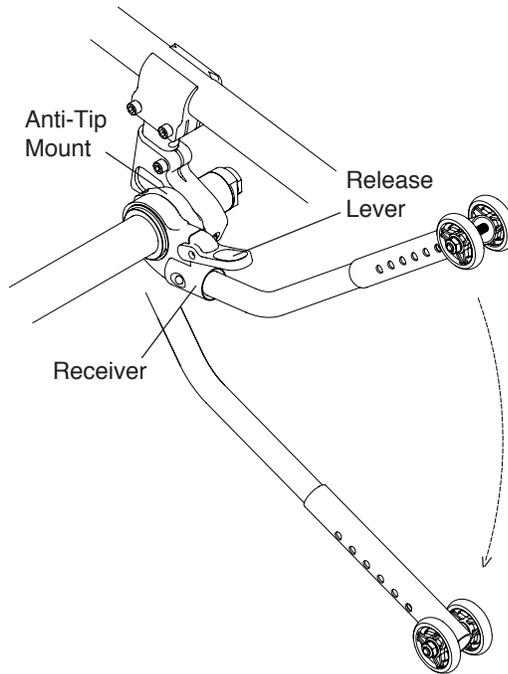
Figure 13-2  
Mounting



### User-Friendly Anti-Tips

The configuration of the User Friendly Anti-Tip is shown in Figure 13-3.

Figure 13-3  
Engaging the Anti-Tip

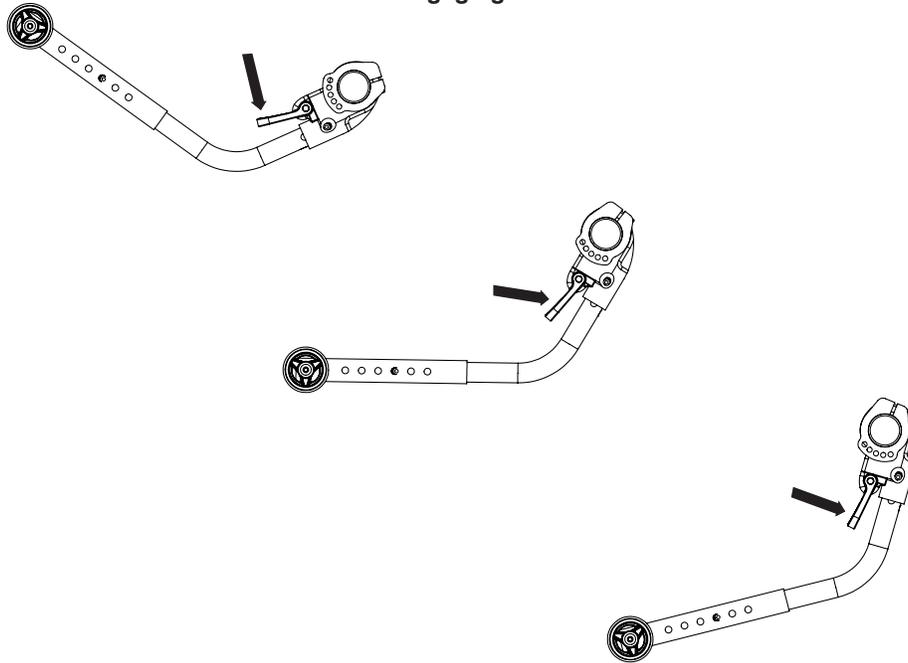


# CHAPTER 13: ANTI-TIPS

## Engaging

To engage the User-Friendly Anti-Tip, grip the anti-tip receiver firmly and pull it rearward, away from the anti-tip mounting plate, and lower it until it re-engages in the mounting plate in the position shown in Figures 13-4.

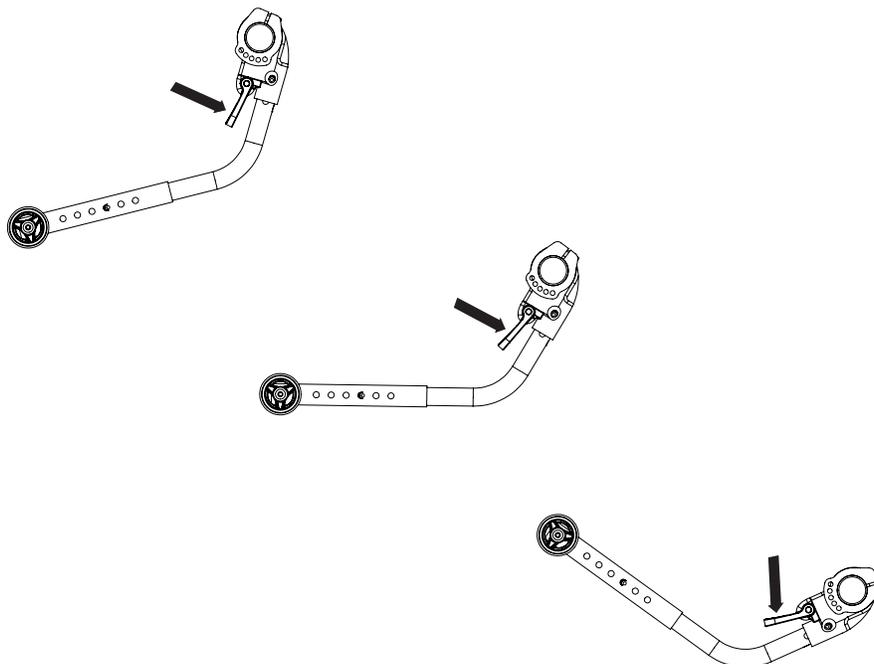
**Figure 13-4  
Engaging**



## Disengaging

To disengage the User-Friendly Anti-Tip, grip the anti-tip receiver firmly and pull it downward, away from the anti-tip mounting plate, and raise it until it re-engages in the mounting plate in the position shown in Figure 13-5.

**Figure 13-5  
Disengaging**

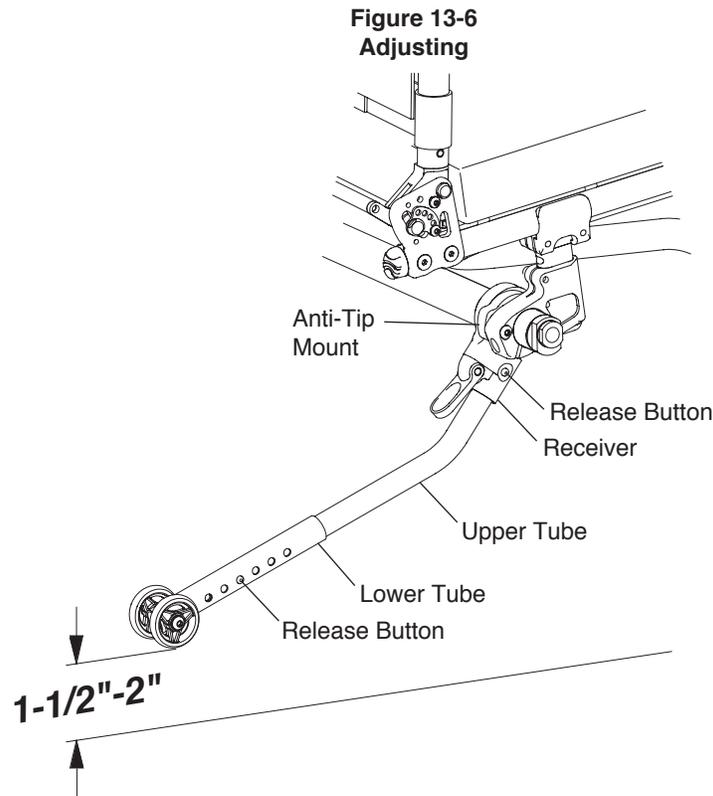


## Adjusting

To adjust the height of the User-Friendly Anti-Tip, press the two release buttons on the telescoping lower tube and adjust the height of the lower tube until the wheels are within 4 cm to 5 cm off the ground. See Figure 13-6.

## Removing

To remove the User-Friendly Anti-Tip extension tube, press the release buttons on the anti-tip receiver and pull the upper extension tube out of the anti-tip receiver. See Figure 13-6.



## Mounting

### ⚠ WARNING

Only an authorized Permobil Manual dealer or qualified technician should install the anti-tip receiver.

### ⚠ WARNING

Do NOT disassemble the anti-tip mounting assembly (see Figure 13-7).

**Note:** Unless you ordered User-Friendly Anti-Tips when you originally ordered your Permobil Manual wheelchair, you will need to order replacement Allen screws when ordering User-Friendly Anti-Tips.

Tools Needed:

- 2mm Allen Wrench (for Bumper Assembly Removal)
- 4mm Allen Wrench
- 5mm Allen Wrench

1. Remove rear wheels and place the frame on a level surface.
2. Using the 2mm Allen wrench, remove the camber mount bumper assembly.
3. Remove the camber tube. See “Replacing the Camber Tube” in chapter 8.
4. Thread the button-head Allen screw through the right-side camber mount and thread it into the right-side anti-tip receiver.

**Note:** Make sure the anti-tip receiver is oriented to be parallel to the floor.

## CHAPTER 13: ANTI-TIPS

---

5. Reinstall wheels and ensure the anti-tip wheels have 4-5 cm of clearance off the ground when in the “engaged” position. Reference “Adjusting the anti-tip (lower tube)” earlier in this chapter.
6. If you cannot achieve the proper ground clearance mentioned in step 5, remove the rear wheels and the button-head Allen screw installed in step 4 and reposition it in a hole above or below its original position. This is so you can achieve the proper ground clearance of the anti-tip wheels.
7. Once the proper ground clearance is achieved on the right-side of the anti-tip assembly, assemble the left-side camber clamp and anti-tip receiver as a mirror image.
8. Reinstall the camber tube. See: “Replacing the Camber Tube” in chapter 8.
9. Tighten the Allen socket-head screw in each anti-tip receiver so that it securely clamps around the camber tube.

### **WARNING**

Before sitting in the chair, make sure the anti-tips are operating properly. To do this, place the unoccupied chair on a level surface, engage the anti-tips and tip the chair backward until the anti-tips are supporting the weight of the chair. Apply sufficient pressure to ensure that the anti-tips are operating properly.

blank page

# CHAPTER 14: TRANSPORTATION OPTIONS

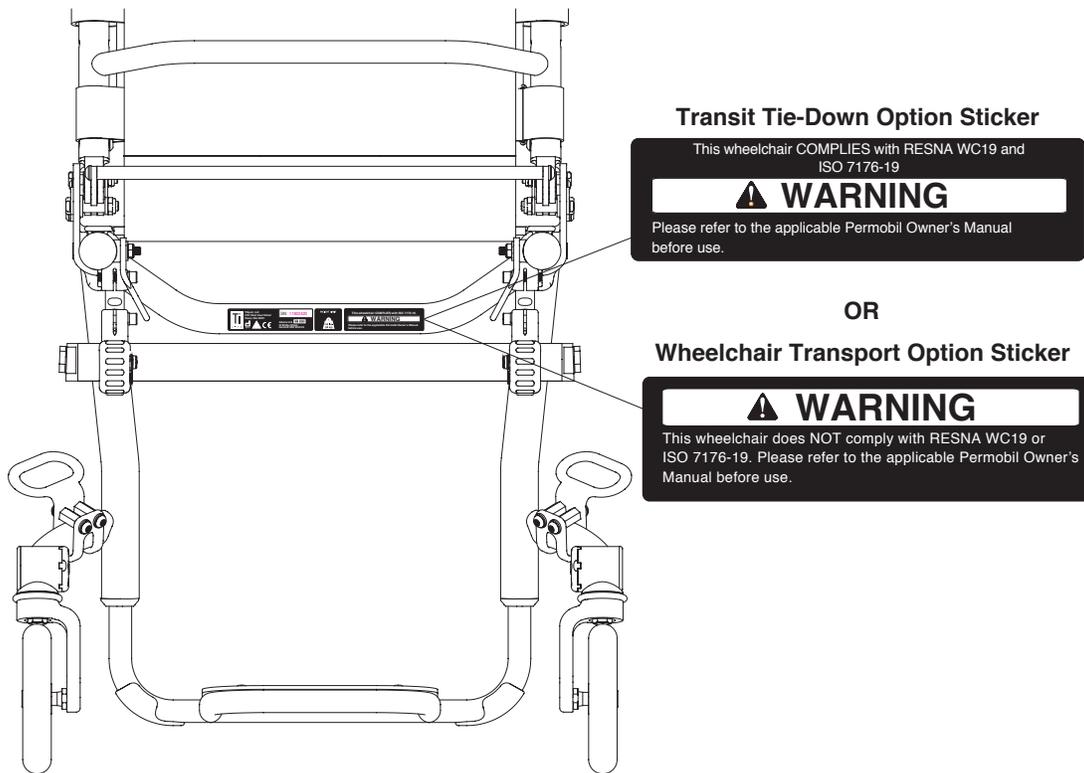
## TRANSPORTATION OPTIONS

The Permobil ZRA and Aero Z are available with a Transit Tie-Down Option, which is only available as a factory-installed option. The Transit Tie-Down Option, has been crash-tested in accordance and complies with RESNA WC-4:2012, Section 19 (“WC19”) and ISO 7176-19:2008 (“ISO 7176-19”). The Transit Tie-Down Option consists of four factory-installed Tie-Down Brackets, two factory-installed Pelvic Belt Mounting Brackets and a reinforced frame. It is approved for OCCUPIED transit use.

A Wheelchair Transport Option is available as an aftermarket, field installation option for the Permobil ZRA and Aero Z. The Wheelchair Transport Option has NOT been crash-tested in accordance with either WC19 or ISO 7176-19. The Wheelchair Transport Option only includes four Tie-Down Brackets. It is approved only for transportation of an UNOCCUPIED wheelchair.

To determine whether your Permobil ZRA or Aero Z is equipped with the Transit Tie-Down Option or the Wheelchair Transport Option, see Figure 14-1.

**Figure 14-1  
Option Stickers**



You should contact Permobil Customer Service at 800-545-2266 with any questions you may have about using this wheelchair for seating in a motor vehicle.

## GENERAL WARNINGS

### **⚠ WARNING**

If you cannot locate a Transit Tie-Down Option Sticker on your Permobil ZRA or Aero Z (see Figure 14-1), you must assume that your chair is equipped with the Wheelchair Transport Option and is only to be used for UNOCCUPIED transport of a wheelchair in a motor vehicle.

### **⚠ WARNING**

Whenever feasible, wheelchair users should transfer into the vehicle seat and use the Original Equipment Manufacturer (OEM) vehicle-installed restraint system and the unoccupied wheelchair should be stored in a cargo area or secured in the vehicle during travel.

### **⚠ WARNING**

As of the date of this publication, the U.S. Department of Transportation has not approved any tie-down systems for transportation of a user while in a wheelchair in a moving vehicle of any type. It is Permobil's position that wheelchair users should transfer into the OEM seating in vehicles used for transportation and that the restraints made by the automobile industry should be used. Permobil does not recommend any wheelchair transportation systems. Use only Wheelchair Tie-Down and Occupant Restraint Systems ("WTORS") that meet the requirements of Society of Automotive Engineers ("SAE") J2249 Recommended Practice - Wheelchair Tie-Down and Occupant Restraint Systems for Use in Motor Vehicles ("SAE J2249"). To obtain a copy of SAE J2249, please contact SAE International, 400 Commonwealth Drive, Warrendale, PA 15096-0001, USA. Telephone: 724-776-4970. Web: [www.sae.org](http://www.sae.org).

### **⚠ WARNING**

This Owner's Manual contains detailed information regarding the exact configuration of the Permobil ZRA and Aero Z wheelchairs that were subjected to the frontal impact and other tests required by WC19 and ISO 7176-19. See "Statement of Compliance" on pages 14-11 and 14-12. Those test results apply only to the configuration of the wheelchair as tested and described herein. Therefore, if you order your chair in a different configuration, such as with another manufacturer's seating system, you are hereby advised that the wheelchair was not tested in such different configuration and should not be considered "transit approved" by Permobil. Because Permobil has not tested the chair in such different configurations, Permobil has no knowledge of how the product would perform in such configurations. Therefore, Permobil makes no claims or warranties about the wheelchair's performance in any configuration other than the configuration described herein. Permobil has not authorized any person to make any such claims or warranties on behalf of Permobil.

### **⚠ WARNING**

The Permobil ZRA and Aero Z wheelchairs and the Transit Tie-Down Option described in this Owner's Manual are designed for use by occupants that weigh 51 lbs. (23 kg) or more. Do not attempt to use this chair in a transit situation for an occupant that weighs less than 51 lbs. (23 kg) because they will not be restrained properly and, in the event of an accident, there is a risk of serious injury or death.

### **⚠ WARNING**

Do not ride in a Permobil ZRA or Aero Z in a motor vehicle if your weight, together with the weight of all items attached to the wheelchair (such as backpacks, seat pouches, etc.) is more than the Maximum User Weight listed in Table 14-1 on page 14-11. If there are items attached to the wheelchair, such as backpacks, seat pouches, etc., the weight of such attached items must be counted as part of the Maximum User Weight limit for the wheelchair. For example, in the case of the Aero Z, if the wheelchair rider has a 20 lb (9.1 kg) backpack attached to the wheelchair, then the wheelchair rider must not weigh more than 245 lbs. (111 kg).

### **⚠ WARNING**

Permobil expressly disclaims that use of its Transit Tie-Down Option or Transport Bracket Option on a Permobil wheelchair will prevent the wheelchair user from injury or death in the event of a motor vehicle accident.

### **⚠ WARNING**

A sudden stop and/or collision may structurally damage your wheelchair. Such damage may not be visible. IMMEDIATELY STOP using any wheelchair that is involved in any such incident. Because the structural damage may not be visible, you MUST replace any wheelchair that is involved in any such incident.

# CHAPTER 14: TRANSPORTATION OPTIONS

---

## **⚠ WARNING**

The Permobil Transit Tie-Down Option cannot be retrofitted to existing wheelchairs and it is not serviceable except by an authorized Permobil dealer.

## **⚠ WARNING**

The backrest angle may be adjustable on your Permobil ZRA or Aero Z wheelchair. You must adjust the backrest angle so that it does not exceed the angle specified in Table 14-1 on page 14-11, when the wheelchair is occupied during transit in a motor vehicle.

## **⚠ WARNING**

You **MUST** use your Permobil ZRA or Aero Z wheelchair in strict accordance with all warnings and instructions contained in the Permobil ZRA/Aero Z Owner's Manual.

## **⚠ WARNING**

The Permobil Wheelchair Transport Bracket Option has NOT been crash-tested either pursuant to WC19 or ISO 7176-19. Therefore, the Wheelchair Transport Bracket Option is provided solely for the purpose of securing an UNOCCUPIED wheelchair in a motor vehicle.

## **⚠ WARNING**

IF YOU FAIL TO HEED THE WARNINGS IN THIS Permobil ZRA/AERO Z OWNER'S MANUAL, YOU MAY DAMAGE YOUR WHEELCHAIR, CAUSE SEVERE PHYSICAL INJURY TO OTHERS OR SUFFER SEVERE PHYSICAL INJURIES YOURSELF, UP TO AND INCLUDING DEATH.

## **WARNINGS REGARDING WTORS AND PROPER SET-UP**

### **⚠ WARNING**

Your Permobil ZRA or Aero Z wheelchair **MUST** be used with WTORS that meet the requirements of SAE J2249. Do NOT use WTORS that are designed to rely on the wheelchair structure to transfer occupant restraint loads to the vehicle. Do NOT use your Permobil ZRA or Aero Z wheelchair with a WTORS unless the WTORS has been installed fully in accordance with the instructions of the manufacturer of such restraints and SAE J2249.

### **⚠ WARNING**

**ALWAYS** attach the WTORS to your Permobil ZRA or Aero Z wheelchair at all four (4) of the Tie-Down Brackets (see Figure 14-3) in accordance with the instructions provided by the manufacturers of the WTORS and SAE J2249.

### **⚠ WARNING**

**ALWAYS** attach vehicle-anchored occupant restraints (pelvic belts and shoulder belts) in accordance with the instructions of the manufacturer of such restraints and SAE J2249.

### **⚠ WARNING**

The Permobil ZRA or Aero Z equipped with the Transit Tie-Down Option was dynamically tested in a forward-facing orientation with a 170 lb. (77 kg) crash test dummy restrained by BOTH a wheelchair-anchored pelvic belt and a vehicle-anchored shoulder belt. Every Permobil ZRA or Aero Z equipped with the Transit Tie-Down Option comes equipped with Pelvic-Belt Mounting Brackets (for use with an optional Q'Straint®- WC19 wheelchair-anchored pelvic belt). BOTH pelvic and shoulder belts should be used to reduce the possibility of head and chest impacts with components of the motor vehicle. PERMOBIL REQUIRES THAT BOTH PELVIC AND SHOULDER BELTS BE USED FOR MAXIMUM PROTECTION IN A FRONTAL IMPACT COLLISION. PERMOBIL STRONGLY RECOMMENDS THAT THE Q'STRAIN™ WC19 WHEELCHAIR-ANCHORED PELVIC BELT BE PURCHASED AND USED.

# CHAPTER 14: TRANSPORTATION OPTIONS

## WARNINGS REGARDING USE OF COMPONENTS AND ACCESSORIES

### **⚠ WARNING**

Postural supports and positioning accessories, such as pelvic positioning belts, anterior trunk supports and lateral trunk supports, should NEVER be relied upon for occupant restraint in a moving vehicle unless they are labeled as being in accordance with the requirements specified in WC19 or ISO 7176-19. Any postural supports that can be used during transit must be positioned so that they do not interfere with the clear path for proper transit securement belt restraint.

### **⚠ WARNING**

Whenever possible, other auxiliary wheelchair equipment should be either effectively secured to the wheelchair or removed from the wheelchair and secured in the vehicle during travel so that such equipment does not break free and cause injury to the vehicle occupants in the event of a collision.

### **⚠ WARNING**

In order to reduce the potential of injury to vehicle occupants, wheelchair-mounted trays and other accessories, such as IV poles, respiratory equipment, backpacks and other personal items, not specifically designed for crash safety should: (i) be removed and secured separately in the vehicle, or (ii) be secured to the wheelchair but positioned away from the occupant with energy-absorbing padding that complies with FMVSS201 placed between the tray or other accessory and the occupant.

### **⚠ WARNING**

Do not modify or alter your wheelchair or add accessories that have not been authorized by Permobil. Do not make alterations or substitutions to the wheelchair securement points or to structural or frame parts or components. Any significant modification or substitution to the wheelchair's securement points, structural or frame parts or components could significantly alter the chair's performance during a collision.

## WARNINGS REGARDING WTORS SECUREMENT POINTS

### **⚠ WARNING**

Only use the Tie-Down Brackets and Pelvic Belt Mounting Brackets that were factory-installed by Permobil. Only use Tie-Down Brackets and Pelvic Belt Mounting Brackets for the purposes described in this Owner's Manual.

## POSITIONING THE WHEELCHAIR IN THE VEHICLE

### **⚠ WARNING**

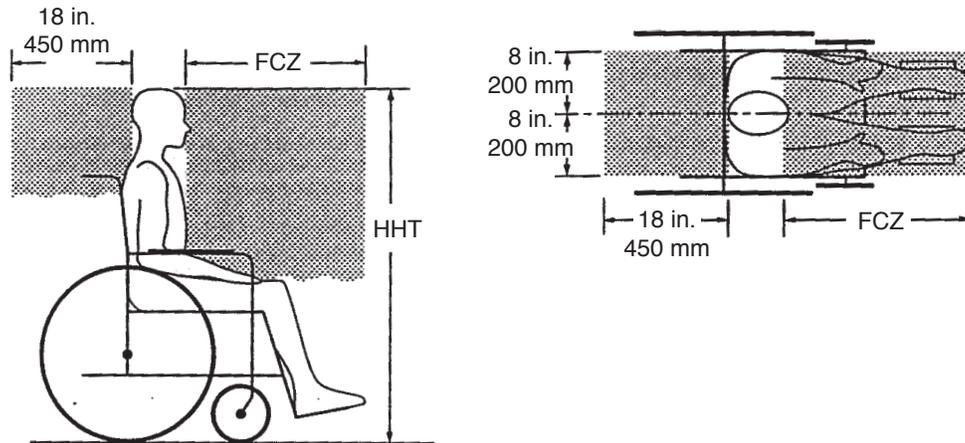
The Permobil ZRA or Aero Z wheelchair equipped with the Transit Tie-Down Option have been dynamically tested in a forward-facing orientation for a 30 mph (48 km/h) frontal impact with a 170 lb. (77 kg) crash test dummy. Accordingly, these wheelchairs comply with WC19 and ISO 7176-19 ONLY when traveling forward-facing and should be used ONLY for forward-facing seating in motor vehicles. This Permobil wheelchair MUST be in a forward-facing position during travel in a motor vehicle. This Permobil wheelchair was not designed or tested in other orientations (e.g., rearward-facing or sideways-facing) when used as a seat in a motor vehicle and should NOT be used in such other orientations.

### **⚠ WARNING**

It is imperative that the wheelchair ALWAYS be positioned in a vehicle with appropriate clear zones around the wheelchair because in a frontal impact, even when properly secured, the wheelchair and its occupant will move from their secured position. Clear zones are required whether the wheelchair occupant is restrained by both pelvic and shoulder belts or only by a pelvic belt. The use of only pelvic or only shoulder belts is highly dangerous and is never recommended. The minimum necessary clear zones for the Permobil wheelchairs are shown in Figure 14-2.

# CHAPTER 14: TRANSPORTATION OPTIONS

Figure 14-2  
Clear Zones



- **Frontal Clear Zone** (“FCZ”) is measured from the front most point on an occupant’s head and is 26" (650 mm) with pelvic and shoulder belts and 37-1/2" (950 mm) with pelvic belt only. The recommended clearance may not be achievable for wheelchair-seated drivers.
- **Rear Clear Zone** (“RCZ”) is 18" (450 mm) and is measured from the rear most point on an occupant’s head. There must be no obstructions in the RCZ.
- **Seated head height** (“HHT”) is measured from the floor of the vehicle to the top of the occupant’s head and it ranges from about 47" (1200 mm) for a small adult female to about 61" (1550 mm) for a tall adult male.

## SECURING THE WHEELCHAIR TO THE VEHICLE

### ⚠ WARNING

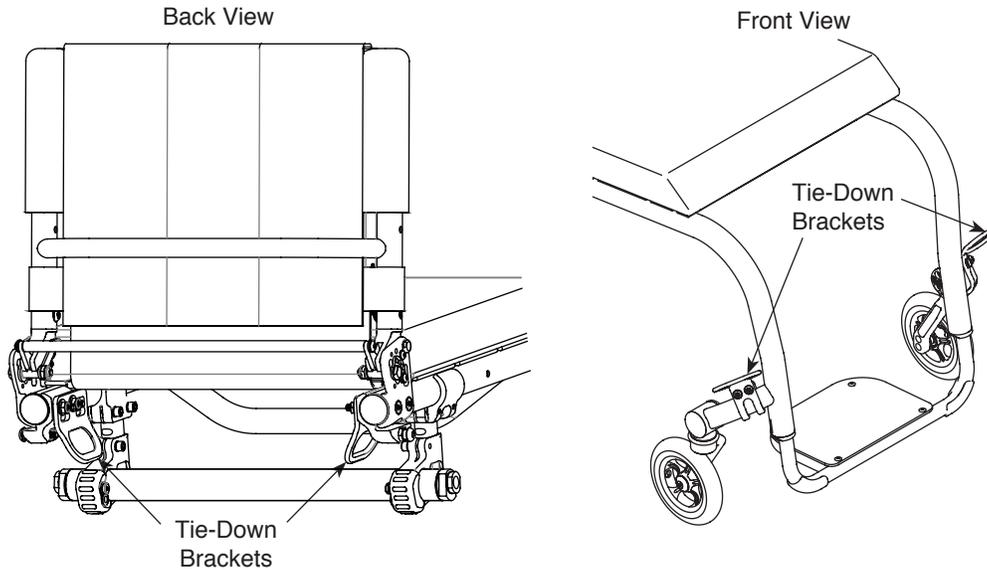
The Tie-Down Brackets on your wheelchair were designed, located and installed by Permobil to comply with WC19 and ISO 7176-19 standards to ensure that they operate properly and maximize the performance of the brackets in a frontal impact collision. The two front Tie-Down Brackets (see Figure 14-3) should NEVER be removed or relocated to another position on the wheelchair frame. The two rear Tie-Down Brackets (see Figure 14-3) may be removed ONLY if it is necessary to adjust the seat depth and an authorized Permobil dealer must ALWAYS perform such adjustment. If such an adjustment is made, the bolts and nuts that originally shipped with your wheelchair must ALWAYS be used. If you substitute another bolt or nut, the Tie-Down Brackets may not operate properly.

### ⚠ WARNING

ALWAYS inspect the brackets before securing the wheelchair in a motor vehicle to ensure that they are properly secured. If necessary, the bolts should be tightened by an authorized Permobil dealer.

1. This wheelchair must be used ONLY with a WTORS comprised of a four-point, strap-type wheelchair tie-down that has been installed in accordance with the manufacturer’s instructions and SAE J2249. It is NOT compatible with other types of WTORS.
2. The positions of the four wheelchair securement points (Tie-Down Brackets) are shown in Figure 14-3. Each of the Tie-Down Brackets is identified with the symbol shown in Figure 14-4.
3. Carefully inspect each of the four Tie-Down Brackets to ensure that they are properly secured to the wheelchair.
4. Carefully inspect each WTORS wheelchair tie-down strap for damage or wear.
5. The four wheelchair tie-down straps must be attached to the four Tie-Down Brackets in accordance with the WTORS manufacturer’s instructions and SAE J2249.
6. Each of the four wheelchair tie-down straps must be tightened to ensure that the wheelchair is securely fastened to the vehicle--there should be no “play” or looseness in any of the four wheelchair tie-down straps.

**Figure 14-3**  
**Tie-Down Brackets**



**Figure 14-4**



## SECURING THE OCCUPANT; POSITIONING THE RESTRAINT BELTS

**⚠ WARNING**

A properly installed three-point occupant restraint system that meets the requirements of WC19 or ISO 7176-19 and SAE J2249 must be used to secure the occupant within the wheelchair.

**⚠ WARNING**

The Permobil ZRA and Aero Z wheelchairs with the Transit Tie-Down Option are intended for use by adults and children weighing 52 lbs. (23 kg) or more.

**⚠ WARNING**

The Permobil ZRA and Aero Z wheelchairs include a Pelvic Belt Mounting Bracket (see Figure 14-5) for the purpose of anchoring a pelvic belt restraint that conforms to the requirements of WC19 or ISO 7176-19 and that can be used in conjunction with a vehicle-anchored shoulder belt with standard lower-anchorage connectors as a crashworthy three-point belt restraint in motor vehicles. The Permobil ZRA and Aero Z wheelchairs were tested with Q'Straint® Q2-6322 wheelchair-anchored pelvic belt. Therefore, Permobil offers such belt as an optional accessory for these wheelchairs. Permobil strongly recommends that such wheelchair-anchored pelvic belt be purchased and used to secure the occupant when restrained in a motor vehicle.

# CHAPTER 14: TRANSPORTATION OPTIONS

## ⚠ WARNING

Always ensure that the pelvic and shoulder belt buckles are positioned so that the release buttons will not come into contact with any other item or by wheelchair components in the event of a vehicle accident or collision.

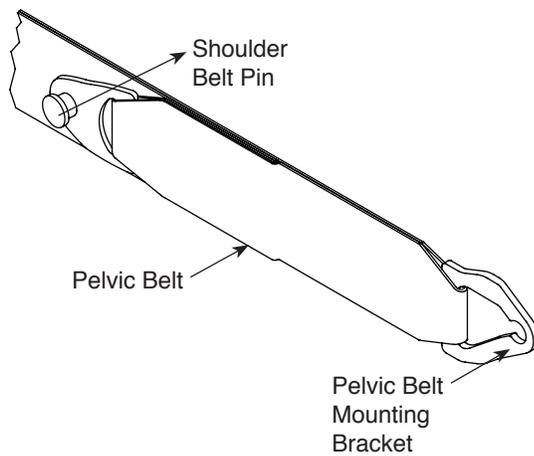
## ⚠ WARNING

Always carefully inspect the occupant restraint system belts, brackets and clamps to ensure that they are properly secured to the vehicle and are not damaged or worn.

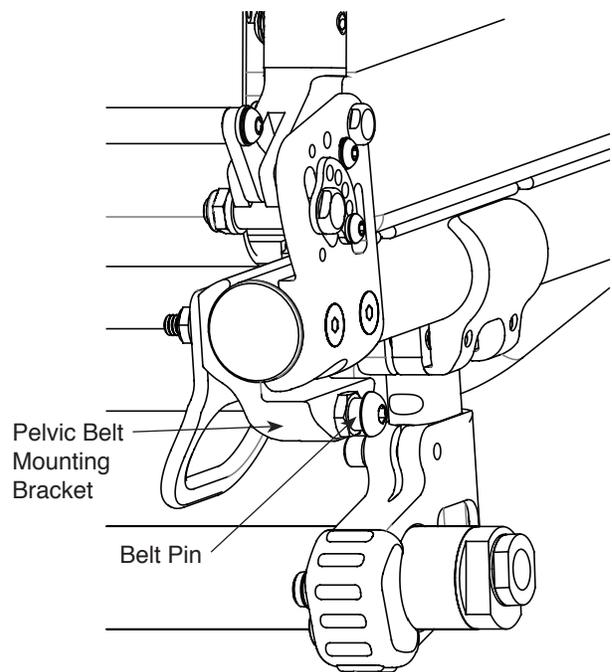
### WHEELCHAIR-ANCHORED BELTS

1. Install the pelvic belt by securing the Belt Mounting Hardware (see Figure 14-5) to the Belt Pin (see Figure 14-6) on the Pelvic Belt Mounting Bracket (see Figure 14-6). Pull to ensure that the mounting hardware snaps into place.
2. Repeat Step 1 for the Belt Mounting Hardware on the other end of the Pelvic Belt.
3. Install the vehicle-anchored shoulder belt by connecting it to the Shoulder Belt Pin on the Pelvic Belt. See Figure 14-6.

**Figure 14-5**  
Wheelchair-Anchored Belt



**Figure 14-6**  
Wheelchair-Anchored Belt

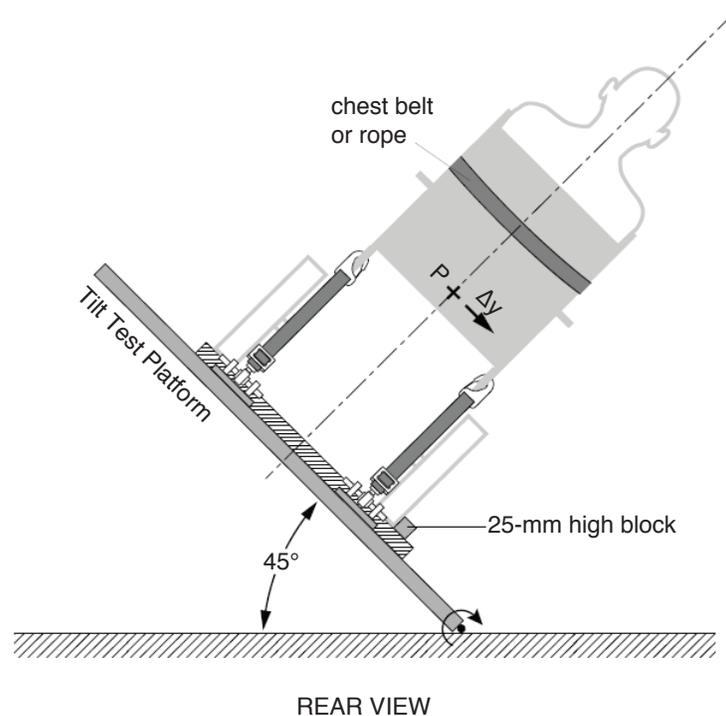


### VEHICLE-ANCHORED BELTS

In accordance with WC19 Annex C, the Permobil ZRA and Aero Z were evaluated with regard to lateral stability. The test for lateral stability is shown in Figure 14-7 below. The average test results for point “P” were as follows:

- ZRA 16.4 mm “Good”
- Aero Z 17.9 mm “Good”

Figure 14-7  
Vehicle-Anchored Belts



In accordance with WC19 Annex E, the Permobil ZRA and Aero Z were evaluated with regard to the ability to accommodate vehicle-anchored pelvic and shoulder belts:

- The Permobil ZRA received a rating of “Good” with respect to the ease of optimizing proper pelvic belt placement and an overall score of “Excellent” (16 of 16 points) with respect to the ability to achieve proper positioning and geometry of the three-point belt restraints.
- The Permobil Aero Z received a rating of “Excellent” with respect to the ease of optimizing proper pelvic belt placement and an overall score of “Excellent” (16 of 16 points) with respect to the ability to achieve proper positioning and geometry of the three-point belt restraints.

In accordance with ISO 7176-19 Annex D, the Permobil ZRA and Aero Z were evaluated with regard to the ability to accommodate vehicle-anchored pelvic and shoulder belts:

- The Permobil ZRA received an overall score of “Good” (15 points).
- The Permobil Aero Z received an overall score of “Excellent” (16 points).

## CORRECT POSITIONING OF BELTS

### ⚠ WARNING

A side-view pelvic-belt angle of 30° to 75° to the horizontal (see Figure 14-8) is preferred to lower pelvic belt angles.

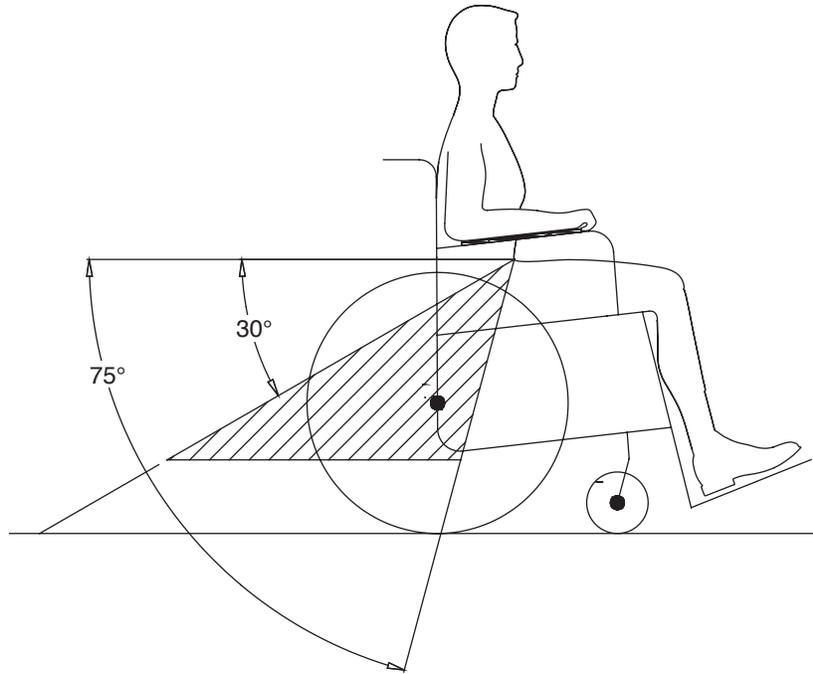
It is imperative that you position the belts properly. Paragraphs 1 to 6 below explain how to properly position the restraint belts.

1. The pelvic belt should be worn low across the front of the pelvis so that the angle of the pelvic belt is within the preferred zone of 30° to 75° to the horizontal. See Figure 14-8. A steeper (greater) angle within the preferred zone is desirable.

## CHAPTER 14: TRANSPORTATION OPTIONS

---

Figure 14-8  
Pelvic Belt Angle



**Note:** Steeper side-view pelvic-belt angles are especially important if the pelvic belt is used for postural support in addition to occupant restraint in a frontal crash. Steeper angles will reduce the tendency for a vertical gap to develop between the user and the belt due to compliance of seat cushions and belt movement, thereby reducing the tendency for the user to slip under the belt and for the belt to ride up on the soft abdomen during normal use.

**Note:** Steeper belt angles also reduce the tendency for shoulder belts to pull the pelvic belt onto the abdomen during frontal impact loading.

2. The shoulder belt should fit over the shoulder and across the chest. See Figure 14-9.
3. Belt restraints should not be held away from the body by wheelchair components or parts, including, for example, the wheelchair armrests or wheels. See Figure 14-9 for the correct position of the belt restraints. See Figure 14-10 for the incorrect position of the belt restraints.
4. Always adjust the belt restraints to fit as tightly as possible, consistent with the wheelchair user's comfort.
5. Always carefully inspect the belt webbing to ensure that it is not twisted. If it is twisted, it will reduce the surface area of the belt that is in contact with the user, which could adversely affect the performance of the belt and injure the user in the event of an impact.

## CHAPTER 14: TRANSPORTATION OPTIONS

Figure 14-9  
Illustration of Proper Belt-Restraint Fit

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.

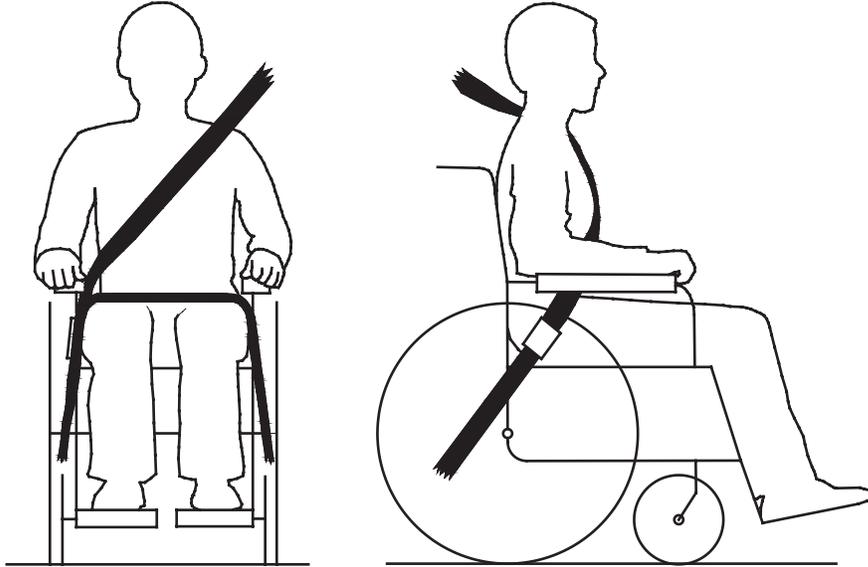
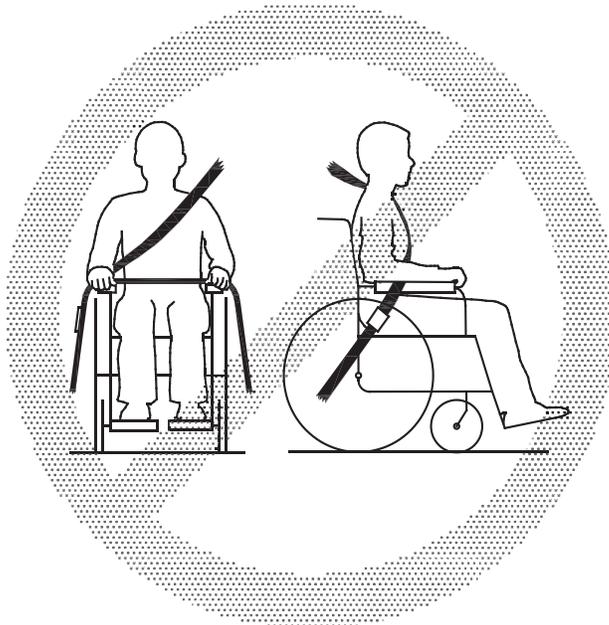


Figure 14-10  
Illustration of Improper Belt-Restraint Fit

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



# CHAPTER 14: TRANSPORTATION OPTIONS

## SEATING OPTIONS

### ⚠ WARNING

The Permobil ZRA and Aero Z wheelchairs were crash-tested in accordance with WC19 and ISO 7176-19 only with Permobil Tension Adjustable Bolt-On seat upholstery and Tension Adjustable by Straps back upholstery. Therefore, these are the only seating options approved by Permobil for use with the Transit Tie-Down Option. If you order your Permobil wheelchair with the Transit Tie-Down Option and you use seating components other than these, the performance of the other seating system or upholstery is unknown. Therefore, Permobil makes no warranty or claim as to the performance of the Permobil wheelchair in the event of a motor vehicle accident of any type, even if the other seating system was crash tested with a different manufacturer's wheelchair or with a surrogate wheelchair in accordance with RESNA WC-4: 2012, Section 20.

## WARRANTY MODIFICATION

A copy of the Permobil Limited Warranty was enclosed with your new wheelchair when it was shipped from our factory. Our warranty is also available on our website, [www.Permobil.com](http://www.Permobil.com). That Limited Warranty applies to your Permobil wheelchair with the Transit Tie-Down Option, with the following modification: The warranty is void if the wheelchair is involved in a collision or is otherwise damaged as a result of transit use.

## CONFIGURATIONS TESTED CHAIRS

**Table 14-1  
Permobil Wheelchair Test Configuration**

	<b>ZRA &amp; Aero Z (Titanium Frame)</b>	<b>Aero Z (Aluminum Frame)</b>
Seat Width	16" (40 cm)	16" (40 cm)
Seat Depth	17" (43 cm)	17" (43 cm)
Seat Back Height	20.5" (52 cm)	20.5" (52 cm)
Rear Seat Height	17" (43 cm)	17" (43 cm)
Seat Angle	5°	8°
Seat Back Angle	6°	8°
Wheelchair Weight	25 lbs. (11.4 kg)	24 lbs. (10.9 kg)
Seat Sling	Tension Adjustable Bolt-On	Tension Adjustable Bolt-On
Back Upholstery	Tension Adjustable by Straps Padded Nylon	Tension Adjustable by Straps Padded Nylon
Backrest Type	Folding, Aluminum Adjustable Height with Aluminum TiShaft Back Release Bar	Folding, Aluminum Adjustable Height with Aluminum TiShaft Back Release Bar
Frame Angle	80°	80°
Wheels	24" (61 cm) Shadow Wheels with 2° of camber	24" (61 cm) Shadow Wheels with 2° of camber
Casters	5" (13 cm) Litespeed Billet Aluminum wheels with Soft Roll Tires	5" (13 cm) Litespeed Billet Aluminum wheels with Soft Roll Tires
Footrest	Angle Adjustable Footrest set at 16.5" (42 cm)	Angle Adjustable Footrest set at 16.5" (42 cm)
Other Options	Q'Straint Q2-6322 Pelvic Belt	Q'Straint Q2-6322 Pelvic Belt
Mass of ATD	170 lbs. (77 kg)	170 lbs. (77 kg)
Maximum User Weight	265 lbs. (120 kg) 300 lbs. (136 kg) if Heavy Duty Frame option is ordered	265 lbs. (120 kg)

## CHAPTER 14: TRANSPORTATION OPTIONS

---

### STATEMENT OF COMPLIANCE

Permobil ZRA and Aero Z wheelchairs equipped with the Transit Tie-Down Option conform to the requirements of WC19. Specifically, they have been tested in accordance with Section 5.3 (Frontal Impact), Section 5.4 (Clear Paths for Four-Point, Strap-Type Tie-Downs), Section 5.5 (Lateral Stability) and Section 5.7 (Accommodation of Vehicle-Anchored Three-point Belt Restraints).

Permobil ZRA and Aero Z wheelchairs equipped with the Transit Tie-Down Option conform to the requirements of ISO 7176-19. Specifically, they have been tested in accordance with Section 5.2 (Frontal Impact), Section 5.3 (Accessibility of Securement Points Intended for Use with Four-Point Strap-Type Tie-Downs with Hook-Type End-Fittings) and Section 5.4 (Accommodation of Vehicle-Anchored Belt Restraints).

The Permobil ZRA and Aero Z wheelchairs with the Transit Tie-Down Option were tested in accordance with WC19 Section 5.3 and ISO 7176-19 Section 5.2 using a WTORS that complied with WC19 Annex D and ISO 7176-19 Annex E, respectively. The 170 lb. (77 kg) crash test dummy was secured using a three-point occupant restraint system consisting of a vehicle-anchored shoulder belt and a wheelchair-anchored lap belt. The wheelchairs that were tested passed the frontal impact test configured as described in Table 14-1.

**The Permobil ZRA and Aero Z wheelchairs were tested with a Q'Straint® Q2-6322 wheelchair-anchored pelvic belt. Therefore, Permobil offers such belt as an optional accessory for these wheelchairs. Permobil strongly recommends that the Permobil ZRA and Aero Z wheelchairs be used with such Q'Straint® Q2-6322 wheelchair-anchored pelvic belt when the wheelchairs are used for occupied transit in a motor vehicle.**

blank page

blank page

blank page

# permobil

Every person has the right to have his or her disability compensated as far as possible by aids with the same technical standard as those we all use in our everyday lives.

Per Uddén, Permobil Founder

WWW.PERMOBIL.COM | 2701 WEST COURT STREET, PASCO, WA 99301  
**PHONE** 800.545.2266 | **FAX** 800.586.2413