



USER OPERATING INSTRUCTIONS

FREEWAY 21

F21

Read instructions carefully before use and follow them for correct use.
It is recommended that training be given on the proper use of this product.

Retain this manual for future reference.

Please include it with the product in the event of transfer to new users.

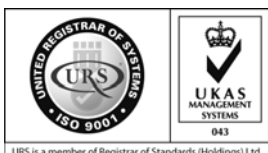
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Unwin House • The Horseshoe • Coat Road • Martock •
Somerset • TA12 6EY • UK

Tel: +44 (0)1935 827740 • Fax: +44 (0)1935 827760

Email: sales@unwin-safety.co.uk

Website: www.unwin-safety.com



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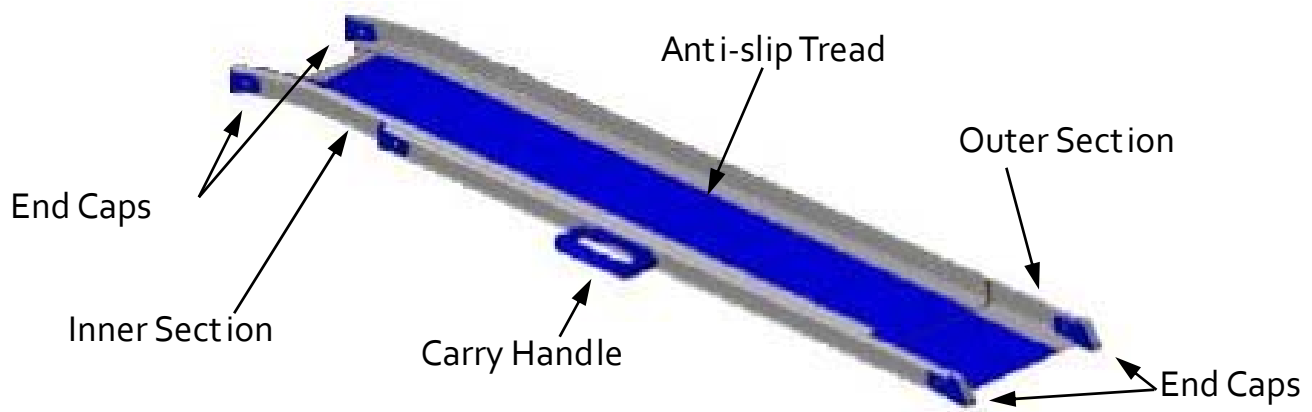


A. LIMITATIONS OF USE

Freeway 21 is a 2 part telescopic ramp designed to allow wheelchair access into a vehicle or building.

The maximum guidance height for this ramp is 460mm (18 inches), from ground to entrance height.

The maximum combined wheelchair and passenger weight must not exceed 300kg per pair.



B. GENERAL GUIDANCE

1. Although every care has been taken in the design to avoid finger traps care should still be taken when extending or collapsing the ramps so as not to allow fingers near the sliding elements.
2. Regular inspection of all parts is recommended and only use the equipment if all mechanical parts are functioning smoothly and all components are in good condition.
3. Do not attempt to modify the equipment, if there is a problem refer back to Unwin Safety Systems.
4. Care should be taken to prevent contamination of the non slip surfaces with polishes, oils and chemicals.
5. If the proposed installation cannot be made to meet the following requirements, refer to Unwin Safety Systems.

C. BEFORE USING FREEWAY 21

1. Before attempting to use Freeway 21 ensure adequate space is available to allow for the safe loading or unloading of the wheelchair passenger. The Freeway 21 will extend to 1.95m.
2. It is vital to ensure the angle the ramp makes to the horizontal is suitable for the user. If the ramp is to be used with the user seated in a wheelchair advice provided by the wheelchair maker must be followed whether the chair be manual or powered. Too steep an angle could lead to the wheelchair and user tipping over.
3. The maximum angle recommended for access into buildings by an independent wheelchair user is 1:12 (4.8°) which for Freeway 21 means a rise of 16cm (6.3"). Circumstances of use dictate the maximum safe ramp angle. For example, loading an empty manual wheelchair can be safely achieved on a very steep ramp whereas a powered chair under the control of the user can only be safely used on a much shallower gradient.
4. An angle steeper than the quoted 1:12 is often found where the user is entering a vehicle from the road. As the angle increases so does the risk. If the angle is greater than that recommended by the wheelchair manufacturer, or the occupant/user feels uncomfortable do not ascend the slope. When this situation occurs it will mean that assistance is needed or a transfer by the user to a vehicle seat is made or a tail lift is fitted in favour of a ramp. A further option could be the use of a longer ramp or a boarding stage on which to put the ramp but these require more space which may not be available.
5. It is recommended that the ramps are used on level ground. Where this is not possible extra caution must be taken.

D. EXTENDING FREEWAY 21

1. Hold the ramp in the horizontal position using the handle.
2. With free hand firmly grip the curved end and pull away from the body in order to overcome integral lock, refer to Fig 1.
3. Once the integral lock has been overcome hold the ramp in the upright position (curved end at top) and extend the inner section upwards until stop is reached (Fig 2). Pull sharply upwards to engage lock.
4. The ramp will be locked in position when the inner section fails to fall under its own weight. This can be checked by holding the ramp in the upright position using the inner section and observing for movement.



NOTE: Freeway 21 is intended to be used in the fully extended position. If used shorter, extra care must be taken.

5. Position the ramp to the vehicle such that the contact point is a rigid surface capable of supporting the load, (i.e. the ramp should not be resting on plastic bumpers etc). A rubber pad is positioned on the underside of the ramp to protect the vehicles interior and to reduce slippage. This should be the contact point.
6. Check that the bottom corners are in contact with the ground and ensure that the full width of the inner section is in contact with the entrance.



REPEAT STEPS 1 to 6 WITH SECOND RAMP

7. Position the ramps ensuring that the distance between them will accommodate the wheelchair being used.
8. Some wheelchairs have front and rear wheels either on a different track or are displaced relative to one another. This type of wheelchair requires wide channels and care needs to be taken to ensure that although one set of wheels may be adequately aligned the following pair may require some further adjustment.
9. Care should be taken to avoid the deployed ramp becoming a tripping hazard, particularly when used in a public area.

E. ASCENDING FREEWAY 21

1. When ascending the ramps, the wheelchair should be in a forwards facing direction.
2. If occupied and under the control of the user, the user must feel confident that they have sufficient skill to both climb and descend the ramp. Both these operations should be carried out with the user facing the raised end. Ascend facing the vehicle going forward and descend reversing down the slope. On very shallow slopes the user may choose to descend facing forward that is if a turn can be accomplished in the vehicle or building.
Any guidance from the wheelchair manufacturer on the safe slope should be observed.
3. Where the user is to remain in a powered wheelchair but will be assisted in boarding then the advice on direction given above should be followed. It is suggested that the carer stands on the ground to one side of the wheelchair where they can access the wheelchair's control and guide the chair into the vehicle from this position. The same principle would apply boarding an unoccupied powered chair.
4. When the carer is assisting a user in a manual wheelchair then they should push the chair onto the ramp, using the hand grips provided, and then move forward into the space between the ramps to push the chair up the slope.
5. Never attempt to push the wheelchair into the vehicle by walking up the ramps. The same technique should be employed boarding an unoccupied wheelchair.
6. Once inside the vehicle, the wheelchair, whether occupied or not, should be adequately tied down. If the user is to travel in the chair then an occupant restraint must be fitted, Unwin's can offer advice on good working practice and on suitable restraining equipment.
7. The Freeway has been provided with a 150mm wide channel to enable the majority of wheelchair castors to turn whilst in it.
8. Normally a castor turn will not occur where a smooth run up or down the ramp is made. However, if it's necessary to change direction then the castor will turn. In some situations where there is an exceptionally large castor and it becomes jammed the force required to free it could displace the ramp unless secured firmly.
9. When boarding the ramp there is a possibility of the footrest or battery box fouling the upturned edge of the ramp. Care should be taken to avoid this occurring as again it could cause the ramp to become displaced.

F. DESCENDING FREEWAY 21

When descending the ramp the wheelchair should be facing the vehicle. Assistance should be given at all times from ground level. Do not walk down the ramp whilst assisting.

G. COLLAPSING FREEWAY 21

1. Lift the ramp to an upright position. Grip the inner section firmly at mid-point, push downwards to overcome integral lock.
2. Allow the inner section to slide in a controlled manner until it stops.
3. The ramp will be locked into position when the outer section fails to fall under its own weight. This can be checked by lifting the ramp using the inner section and observing for movement.

REPEAT WITH SECOND RAMP.

The ramps must be safely stowed and secured to avoid damage, and eliminate them becoming a projectile in the case of an accident.

H. MAINTENANCE

Regularly inspect your ramps for damage wear or malfunction, pay close attention to the anti-slip tread, rubber pad and the end caps. If in any doubt, please contact Unwin Safety Systems for advice.

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