FREEDOM®

Our kids are our passion.™

Transport Policy

Freedom P.R.D. CG
Freedom NXT
Freedom SPM
Freedom SP3
Freedom 2 Kids
Freedom 2

User
Instruction Manual
& Warranty

CE

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WARNING

ORIGINAL EQUIPMENT MANUFACTURERS AUTOMOTIVE SEATING AND PASSENGER RESTRAINT SYSTEM

Whenever possible, the wheelchair rider should transfer out of the wheelchair and into the OEM vehicle seat and passenger restraint system.

PASSENGER SAFETY WHEN SEATED IN TRANSPORT TESTED WHEELCHAIR AND/OR SEATING SYSTEM WHEN USED IN MOTOR VEHICLES

1. Freedom Designs does not make claims as to prevent the user from possible injury or death in the event of a motor vehicle accident while using a Freedom Designs tested transport wheelchair and/or seating system.
2. Positioning accessories such as pelvic positioning belts, anterior and/or posterior trunk supports commonly used in conjunction with standard or adaptive seating , are no substitute for, and are not designed to be used as, OEM seating or passenger restraints.
3. In order to reduce potential injury to other vehicle occupants in the event of a motor vehicle accident, wheelchair mounted accessories such as trays and respiratory equipment should be removed and secured separately.
4. When the wheelchair is used in transport, it must be secured in a forward facing seating position.
5. “Tilt in Space” wheelchairs must be set with the seat angle not greater than 20 degrees.

WTORS AND SAE J2249

1. Use only Wheelchair Tiedown and Occupant Restraint Systems (WTORS) which meet the requirements of SAE J2249 Recommended Practice - Wheelchair Tiedown and Occupant Restrain Systems for use in Motor Vehicles. **Do not use** WTORS designed to rely on the wheelchair structure to transfer occupant restraint loads to the vehicle.
   NOTE: Use only 4-point wheelchair structure with integrated 3-point occupant restraint system.
2. Freedom Designs “Transport Option” is to only be used with Wheelchair Tiedown and Occupant Restraint Systems (WTORS) that have been installed in accordance with the manufacturer’s instructions and SAE J2249.
3. Attach WTORS to “Transport Option” securement points in accordance with the manufacturer’s instructions and SAE J2249.
   NOTE: See figures of location of “Transport Option” securement points for each Freedom Designs wheelchair and the approved “Transport Option securement points on pages 8 & 10.
4. Attach occupant restraints in accordance with manufacturer’s instructions and SAE J2249.
   NOTE: To obtain a copy of SAE J2249 Wheelchair Tiedown and Occupant Restraint System for Use in Motor Vehicles, please contact:

SAE International
400 Commonwealth Drive
Warrendale, PA 15096
1-416-776-4970

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SUDDEN STOPS, IMPACTS OR WHEELCHAIR MODIFICATIONS

1. Alterations or substitutions should not be made to the structural and/or frame parts or components of the Freedom Designs wheelchair or seating system without first consulting Freedom Designs, Inc.
2. Sudden stops and impacts can structurally damage your wheelchair. Wheel chairs involved in such incidents should be replaced.
3. Freedom Designs wheelchairs with the transport option have been dynamically tested in a forward facing position for a 48km/h (29.7 mp/h) frontal impact with weight equivalent to that of the intended user's weight limit.

Freedom Designs, Inc. will not assemble a Transport Option wheelchair with components that have not been tested and approved. Additions of parts or modifications to a Freedom Designs, Inc. Transport Option wheelchair that has not been approved by Freedom Designs, Inc. will void the warranty and may create a situation that could cause bodily injury to the wheelchair user and/or others in the motor vehicle in the event of a collision.

IF YOU FAIL TO HEED THESE WARNINGS, DAMAGE TO YOUR WHEELCHAIR, A FALL, TIP-OVER OR LOSS OF CONTROL MAY OCCUR AND CAUSE SEVERE INJURY TO THE WHEELCHAIR AND OTHERS.

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FREEDOM DESIGNS TRANSPORT OPTION MANUAL

This Transport Option Manual provides instructions on the use of the Transport Option on your Freedom ***P.R.D. CG***, Freedom NXT, Freedom SP3 Mini, Freedom SP3, Freedom 2 Kids, Freedom 2, and/or Freedom seating components. The ANSI/RESNA Wheelchair Standards Volume 1, Section 19 released in May 2000 titled "Wheelchairs Used As Seats In Motor Vehicles", was developed to standardize the performance of wheelchairs used as seats in motor vehicles. The intent of the ANSI/RESNA standard as described in the Forward of the standard is to:

- "promote occupant safety" to help reduce the risk of injury for motor vehicle occupants who remain seated in their wheelchair during transit, by improving the crashworthiness of the wheelchairs that conform with its requirements.
- "promote a recognized industry standard" so that wheelchairs that comply with all the requirements of this standard can be considered to provide a reasonable measure of safety and suitable seating during vehicle ingress/egress, during normal transportation, and in a frontal impact.
- "raise the level of awareness" so end users understand that wheelchairs that conform to the requirements of this standard should not be considered to offer seating and occupant restraint that is equivalent to that provided by seats provided by the vehicle manufacturer. Transfer from the wheelchair to the vehicle seat and use of the original vehicle restraint system is therefore recommended if and whenever possible and feasible.

Compliance with the test requirements of the ANSI/RESNA standard does not preclude occupants from being injured while using a wheelchair as seating in a motor vehicle. The standard was created to attempt to standardize the amount of movement and loading to the occupant that occurs in a collision. Another goal of the standard was to reduce the likelihood of the occupant "submarining" under the pelvic belt and to optimize the performance of the belt restraint system. The standard also requires certain warnings or disclosures be identified in bold font for ease of identification.

Wheelchair models shipped with the transport option have been subjected to the accessibility and front impact tests specified in the ANSI/RESNA standard and have passed those tests. Results as required by the standard are detailed in this Transport Option manual. The results only pertain to the configuration of the wheelchair as tested and described herein. If the transport option on your chair was ordered with seating other than that which has been manufactured and tested and deemed "Transport Approved" by Freedom Designs, your Medical Equipment Supplier is responsible for providing transit capable seating. The performance of accessories or other seating options not tested is unknown and no warranty or claim about their performance is being made.

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We want to hear from you

Thank you for choosing Freedom Designs, Inc. products.

Please contact us at:

Freedom Designs, Inc.
7801 S. Jackson Rd.
Pharr, Texas 78577
(800) 331-8551

Contact your authorized supplier for questions pertaining to safety, use and maintenance. For future reference, complete the supplier information section below.

Supplier: _____

Address: _____

_____

Telephone: _____

Serial No.: _____

Date of Purchase: _____

NOTE: This manual contains information pertaining to the usage, precautions and options available for the Freedom Designs “Transport Option”. Please refer to the “Operator’s Manual” regarding the set up, adjustment, operation, maintenance and warranty of your wheelchair.

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WARNING

DECLARATIONS

1. This wheelchair has been tested and conforms with ANSI/RESNA WC/VOL.1 Section 19, 12/2012.

2. The mass of the wheelchair as tested:

• Freedom ***P.R.O. CG***	34 lbs	(15 kg)
• Freedom NXT	21.5 lbs	(9.8 kg)
• Freedom SP3 Mini	23 lbs	(10.5 kg)
• Freedom SP3	23 lbs	(10.5 kg)
• Freedom 2 Kids	16.5 lbs	(7.5 kg)
• Freedom 2	16.5 lbs	(7.5 kg)

3. **This wheelchair was dynamically tested with a surrogate three-point belt occupant restraint system. This wheelchair does not provide any type of wheelchair anchored occupant restraint system.**

4. **The wheelchair should be used as indicated in these instructions. Failure to do so increases the likelihood of serious injury**.

5. The results from the frontal impact (crash test) are as follows.
   - Freedom ***P.R.O. CG***
   - Freedom NXT
   - Freedom SP3 Mini
   - Freedom SP3
   - Freedom 2 Kids
   - Freedom 2

   All wheelchairs showed no signs of structural damage. In tests where a seating system was used, the seating system remained intact on the wheelchair frame. All wheelchairs met the requirements for wheelchair dynamic strength specified by the ANSI/RESNA WC/19 draft standard.

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TRANSPORT USE

1. Whenever possible, the rider should transfer into the Original Equipment Manufacturer's vehicle seat and use the vehicle restraint.

2. **If the wheelchair is used for transport, it must be used in a forward facing seating position.**

3. **A vehicle anchored occupant restraint system must be properly utilized with this wheelchair.**

4. The wheelchair rider must not weigh more than:

• Freedom ***P.R.D. CG***	250 lbs (114 kg)
• Freedom NXT-Mini	75 lbs (34 kg)
• Freedom NXT	225 lbs (102 kg)
• Freedom SP3 Mini	200 lbs (114 kg)
• Freedom SP3	250 lbs (91 kg)
• Freedom 2 Kids	250 lbs (114 kg)
• Freedom 2	250 lbs (114 kg)

5. The following figures show the "Transport Option Attachment Locations" for these products:

• Freedom ***P.R.D. CG***	Figure 1
• Freedom NXT	Figure 2
• Freedom SP3 Mini	Figure 3
• Freedom SP3	Figure 4
• Freedom 2 Kids	Figure 5
• Freedom 2	Figure 6

6. Use only with wheelchair Tie-down and Occupant Restraint Systems (WTORS) that have been installed in accordance with the tie-down manufacturer's instructions and SAE J2249.

7. Attach WTORS to securement points in accordance with the tie-down manufacturer's instructions and SAE J2249.

8. Attach occupant restraints in accordance with the tie-down manufacturer's instructions and SAE J2249.

NOTE: To obtain a copy of SAE J2249 Wheelchair Tie-Down and Occupant Restraint Systems for Use in Motor Vehicles, please contact:

SAE International
400 Commonwealth Drive
Warrendale, PA 15096
(412) 776-4970



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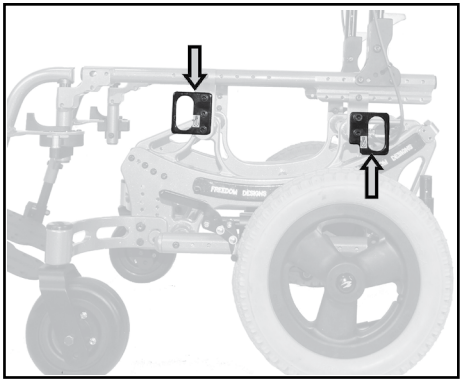


Figure 1 - Freedom P.R.D. CG

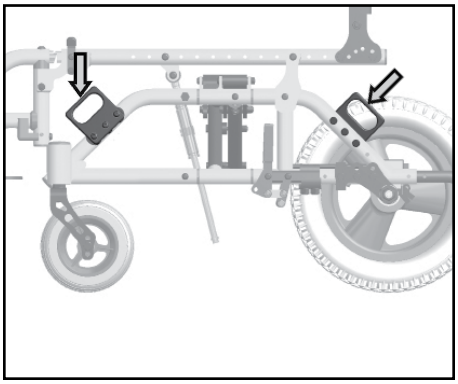


Figure 2 - Freedom NXT

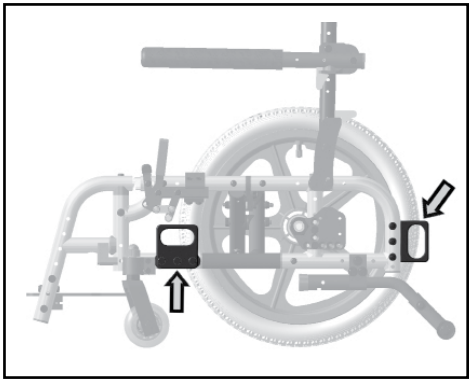


Figure 3 - Freedom SP3 Mini

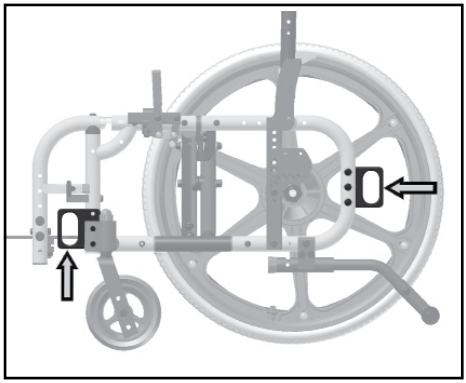


Figure 4 - Freedom SP3

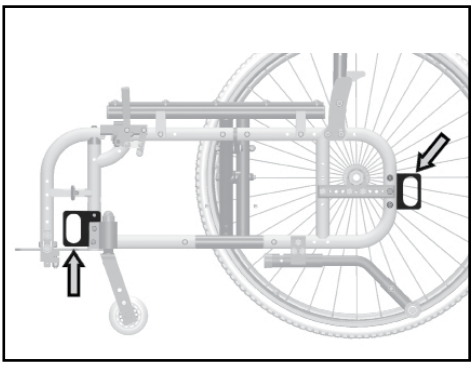


Figure 5 - Freedom 2 Kids

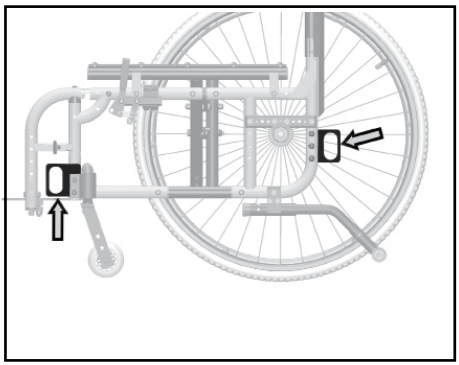


Figure 6 - Freedom 2

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TRANSPORT OPTION

1. **Use only** Wheelchair Tie-down and Occupant Restraint System (WTORS) which meet the requirements of SAE J2249 Recommended Practice Wheelchair Tie-down and Occupant Restraint Systems For Use in Motor Vehicles.
   Do not use WTORS designed to rely on the wheelchair structure transfer occupant restraint loads to the vehicle.

2. The wheelchair has been dynamically tested in a forward facing position for a 48 km/h (29.7 mp/h) frontal impact, loaded with a mid-sized Anthropomorphic Test Dummy. The wheelchair **must** be facing forward during transport.

3. In order to reduce the potential for injury to vehicle occupants, wheelchair mounted accessories such as trays and respiratory equipment not specifically designed for crash safety **should**:
   a. be removed and secured separately in the vehicle, or
   b. be secured to the wheelchair but positioned away from the occupant with energy absorbing padding placed between the tray and the occupant.

4. When possible, in order to reduce the potential for injury to vehicle occupants, auxiliary wheelchair equipment **should be** effectively secured to the wheelchair or removed from the wheelchair and secured in the vehicle during transit, so that it does not break free and cause injury to vehicle occupants in the event of a crash.

5. Postural Supports and belts may be used in a moving vehicle in addition to the occupant belt restraint but **should not** be relied on in place of occupant restraints that have been designed and tested for this purpose.

6. Alterations or substitutions **should not** be made to the structural and/or frame parts or components without consulting Freedom Designs, Inc. The wheelchair was tested in a standard configuration with standard components and seating. Modifications or substitutions could significantly alter the chair's response in the event of an impact.

7. Sudden stops and impacts can structurally damage your wheelchair. Wheelchairs involved in such incidents should be replaced.

8. Please contact Freedom Designs with any questions regarding the use of a wheelchair for seating in a motor vehicle.



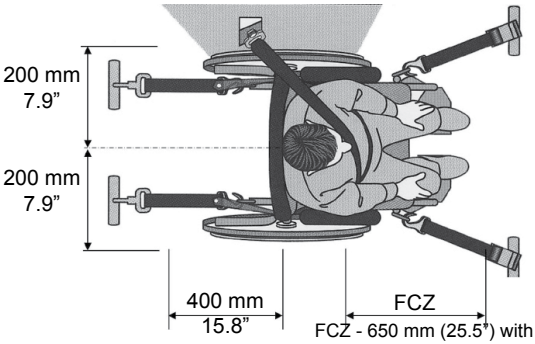
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WARNING

OCCUPANT RESTRAINTS

1. The wheelchair was tested with an Anthropomorphic Test Dummy restrained by both pelvic and shoulder belts. Both pelvic and shoulder belts **must** be used to reduce the possibility of head and chest impacts with vehicle components.
2. Both upper and lower torso belts **should** be used for occupant restraint and optimum protection in the event of a crash.
3. All belt restraints intended to for use as an occupant restraint **must** conform to ANSI/RESNA WC/Vol.1, section 19, 12/2012.
4. Clear zones **are required** for occupants restrained by both pelvic and shoulder restraints as well as occupants restrained by pelvic restraints only. Figures 8 & 9 illustrate the necessary clear zones.

NOTE: Clear zones must be larger when upper torso belts are not used.

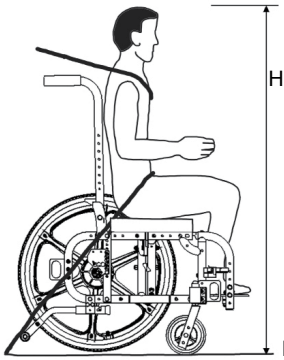


The rear clear zone is measured from the rear of the occupant’s head.

The front clear zone is measured form the front of the occupant’s head.

FCZ - 650 mm (25.5”) with pelvic and upper torso belts.
FCZ - 950 mm (37.4) with only a pelvic belt.

Figure 8



HHT is the estimated seated height from the wheelchair ground plane to the top of the top of the wheelchair occupant’s head.

HHTs range from approximately 1200 mm (47.2”) for a small adult female adult to approximately 1550 mm (61”) for a tall adult male.

The frontal clear zone may not be achieved for wheelchair seated drivers.

Figure 9

POSITIONING BELTS AND POSTURAL SUPPORTS

Never use positioning belts or postural supports as a motor vehicle restraint. In an accident or sudden stop the rider may be thrown from the chair. Wheelchair seat belts will not prevent this from happening. Further injury may result from belts or straps.

Failure to heed these warnings increase the chance of injury

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SECURING THE WHEELCHAIR TO THE MOTOR VEHICLE

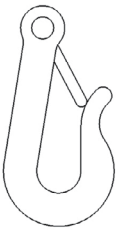


Figure 10

1. When possible, the rider **should** transfer to the Original Equipment Manufacturer vehicle seat and use the vehicle restraint.
2. Use only with wheelchair Tie-down and Occupant Restraint Systems (WTORS) that have been installed in accordance with the tie-down manufacturer's instructions and SAE J2249.
3. The wheelchair **must** be positioned facing forward prior to engaging the WTORS.
4. Each of the securement points is identified by the symbol shown in figure 10.
5. The WTORS **must** be attached at each of the four securement points (see figures 1 - 7, page 8).
6. Each of the WTORS **must** now be tightened to ensure the wheelchair is securely fastened to the vehicle.
7. After each WTORS is tightened, each **must** be inspected for damage or wear.
8. **Do not** transport "Tilt-in-space" wheelchairs with a seat and back angle greater than 20 degrees.

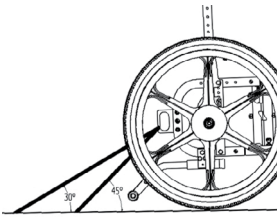


Figure 11

ATTACHMENT OF THE OCCUPANT RESTRAINT BELTS

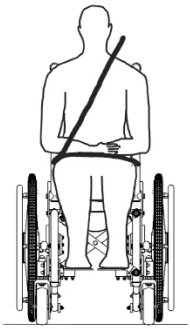


Figure 12

1. A vehicle anchored restraint system **must be** properly installed and worn while transporting the wheelchair.
2. 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 45 to 75 degrees to horizontal or the optional zone of 30 to 45 degrees to the horizontal (see figure 11).
3. Belt restraints **must not** be held away form the body by wheel chair components, such as the wheelchair armrests or wheels.
4. Upper torso belts **must** fit over the shoulders (see figures 12 & 13).
5. Belt restraints **must** be adjusted as firmly as possible, allowing for user comfort.
6. Belt webbing **must not** be worn or twisted.

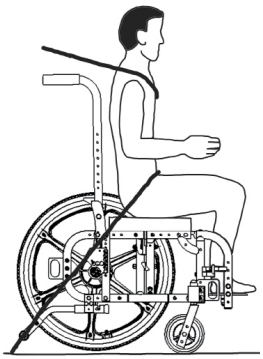


Figure 13

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The Freedom Designs, Inc. warranty listed in your wheelchair operator's manual applies with the addition of the following limitation:

The warranty listed in the wheelchair operator's manual is void if damage is sustained as a result of transport use.

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website: *www.freedomdesigns.com*

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