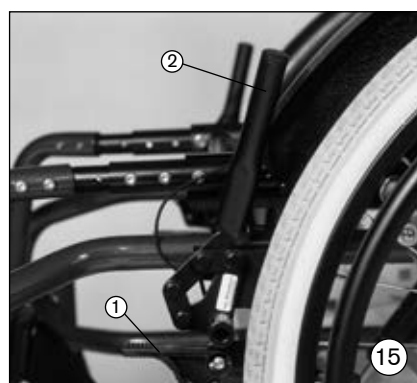
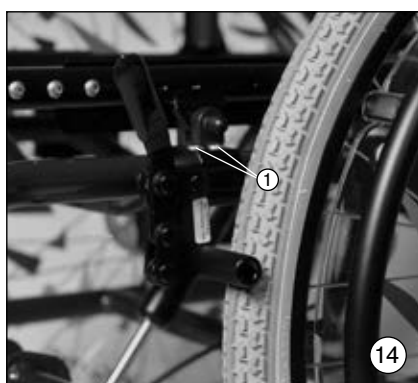
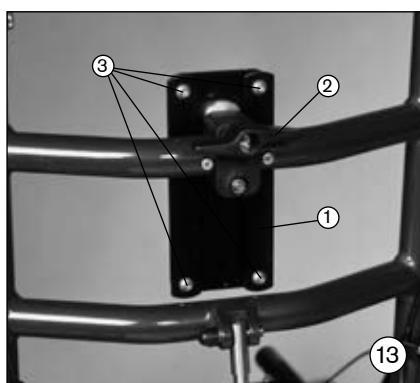
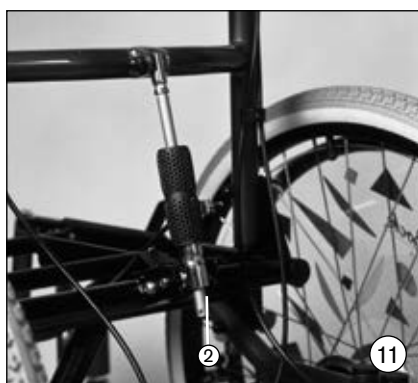
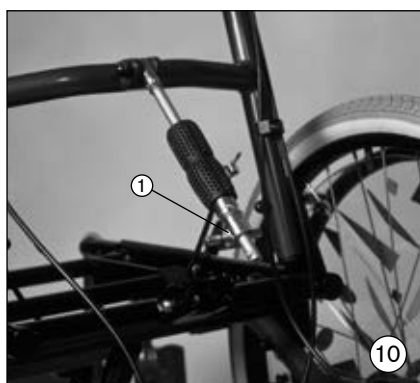
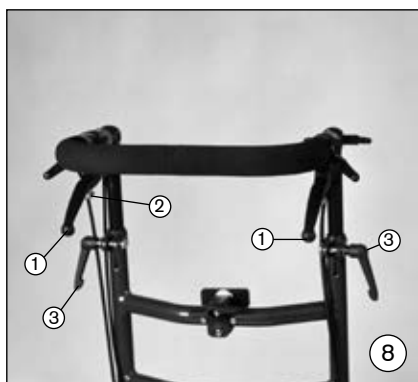
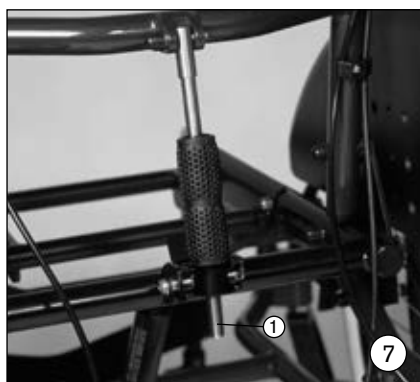
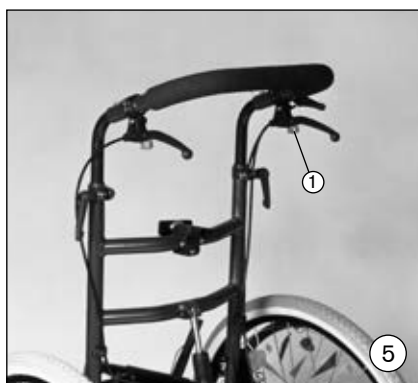
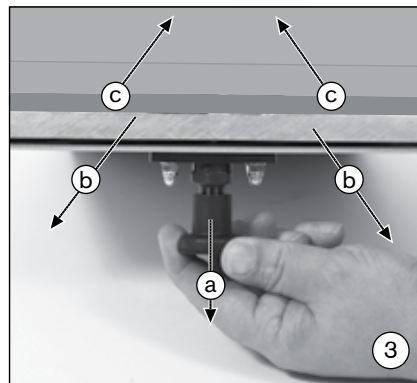
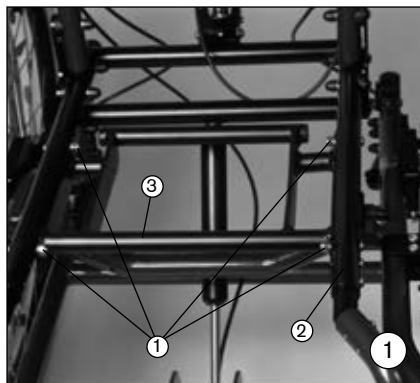
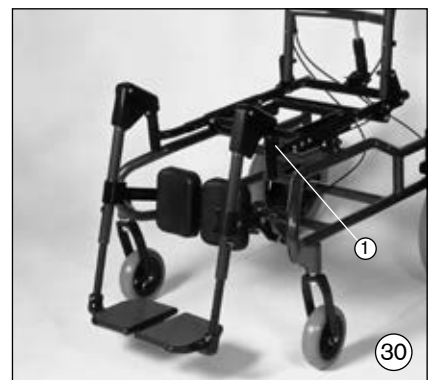
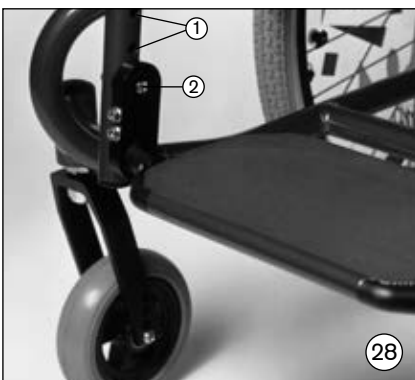
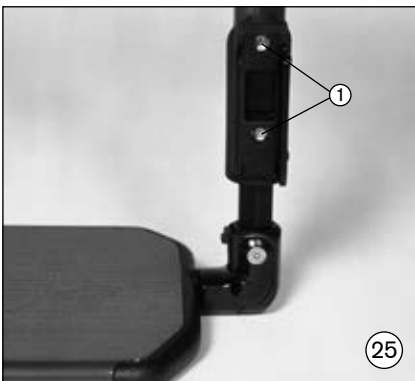
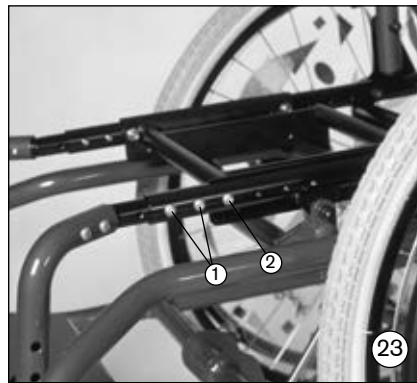
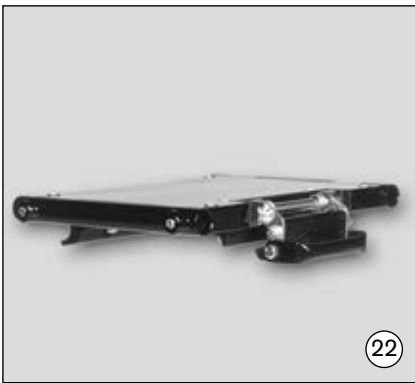
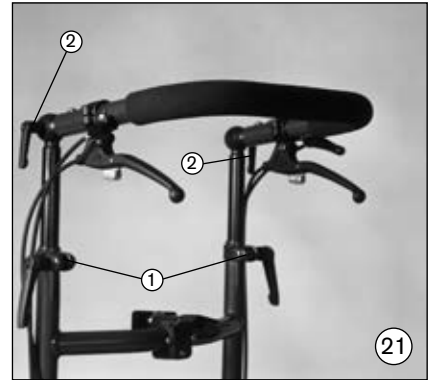
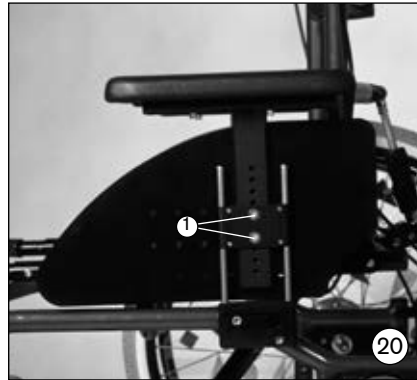
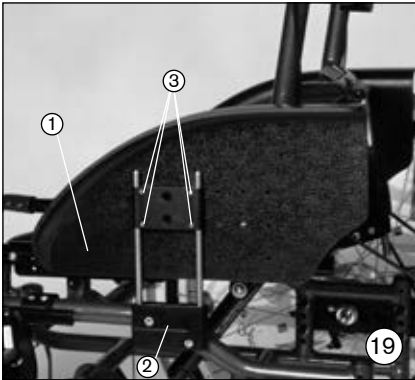
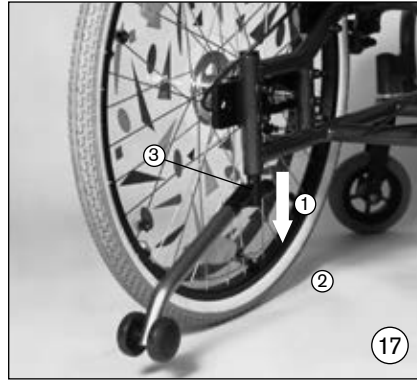


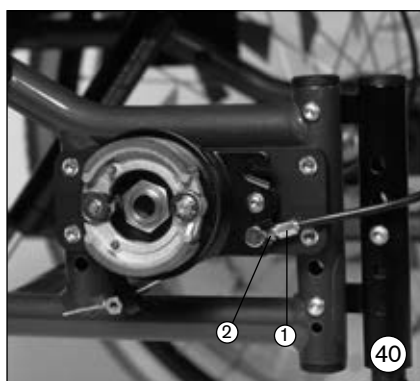
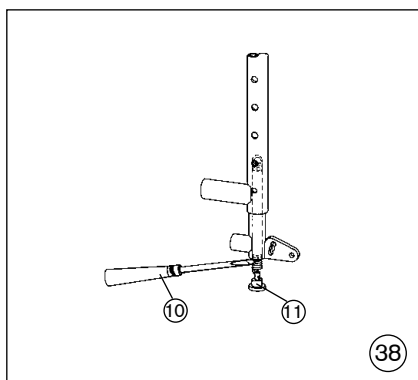
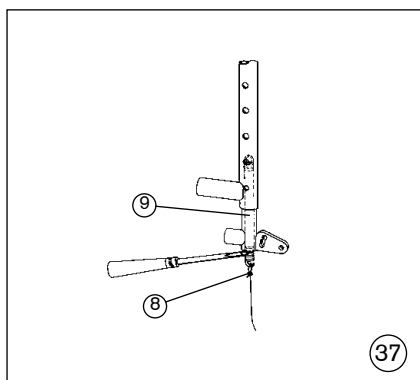
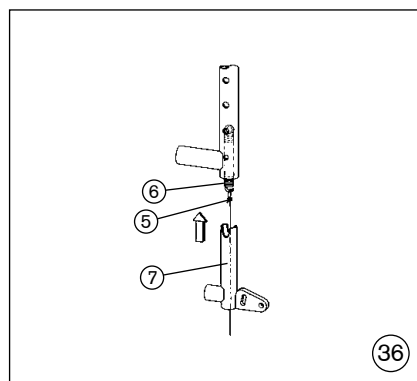
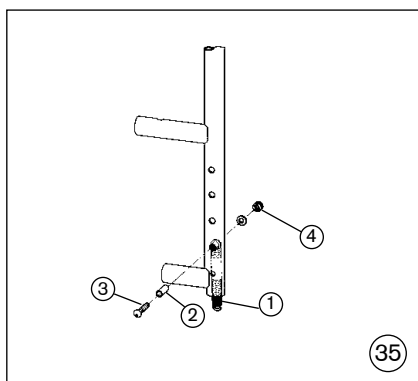
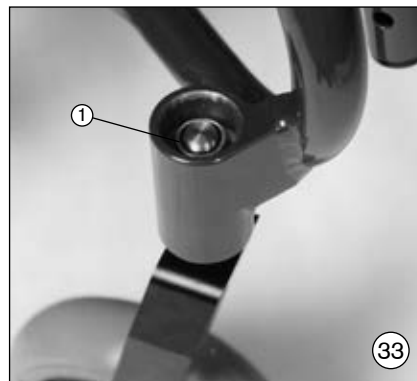
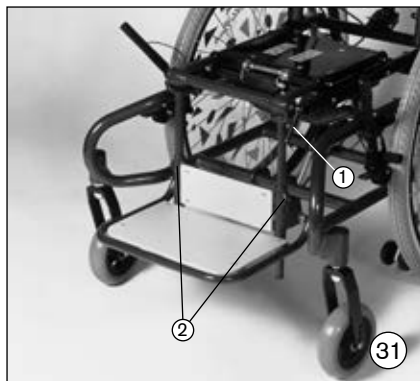


CE

# Dino 3 User Manual









# EN Instructions for Use for the Dino 3 Mobility Base for Seating Shells

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Last update: 2016-03-09

- Please read this document carefully before using the product.
- Follow the safety instructions to avoid injuries and damage to the product.
- Instruct the user in the proper and safe use of the product.
- Please keep this document in a safe place.



- New information regarding product safety and product recalls can be obtained from the Customer Care Center (CCC) at [oa@ottobock.com](mailto:oa@ottobock.com) or from the manufacturer's service department (see inside back cover or back page for addresses).
- You can request this document as a PDF file from the Customer Care Center (CCC) at [oa@ottobock.com](mailto:oa@ottobock.com) or from the manufacturer's service department (see inside back cover or back page for addresses). It is possible to increase the display size of the PDF document.
- For further questions about the instructions for use, please contact the authorised personnel who issued the product to you.

## 1 Preface

Thank you very much for your decision to use an Otto Bock Mobility Solutions GmbH product. In order to ensure that you will be completely satisfied when using this product, please read the following instructions.

The design, as described in these Instructions for Use, is subject to technical alterations without notice. If there are any questions, do not hesitate to ask your rehabilitation technology supplier.

The "Accessories" section (page 21) presents additional parts for the Dino 3, which may extend the range of application and increase comfort.

The "Adjustability / Assembly Instructions" section (page 23) describes the possibilities of adjusting the mobility base to your individual requirements.

## 2 Indications for use

The Dino 3 mobility base for seating shells is designed solely for use with seating systems for people who are unable to walk or who have a walking impediment. It can be moved either by the patient or by another person.

**The Ottobock Warranty applies only when the product is used according to the specified conditions and for the intended purposes, following all manufacturer's recommendations.**

## 3 Safety instructions

To avoid potentially dangerous situations such as tipping, you should become familiar with your new mobility base with seating shell on level ground first.



Do not use the footrests as a stepstool when getting into or out of your mobility base with seating shell.



Get to know how the mobility base reacts when the center of gravity shifts; for example on slopes or inclines or when clearing obstacles, like steps and curbs. This should be done only with assistance from another person. Using the anti-tipper is strongly recommended for untrained wheelchair users.



Park the mobility base with seating shell only on level surfaces. If you have to park it on an incline, make sure that you bring the seat to an upright position because there is a risk that it can tip over backwards when in a reclined position.



Please **note**, that the seat may only be tilted with the anti-tipper in operational position.



When reaching for objects in front, side or behind the wheelchair, **be sure** the patient does not lean out of the seating shell too far since the shift in the center of gravity might cause the chair to tilt or tip over.



Use your mobility base with seating shell properly. For instance, do not jump it down from higher surfaces and do not drive against obstacles (including steps, curbs) without braking.



The anti-tipper is a component that has been designed to prevent the wheelchair from tipping over backwards. The anti-tipper should never be used to support the back of the wheelchair with the rear wheels removed.



Stairs should be ascended/descended only with assistance from attendants. If devices such as ramps or elevators are available, they should be used. If such devices are missing, two helpers must carry the wheelchair over the obstacle. If only one helper is available, this person should adjust the anti-tipper (if mounted) in such a way that the anti-tipper does not contact the steps during transport. This will help avoid a potential fall. Afterwards, the anti-tipper should be correctly readjusted. When using lifting platforms with mounted anti-tipper, be certain that the anti-tipper is inside the standing area of the lifting platform.



Stairs should be ascended/descended only with assistance from attendants. If devices such as ramps or elevators are available, they should be used. If such devices are missing, two helpers must carry the wheelchair over the obstacle. If only one helper is available, this person should adjust the anti-tipper (if mounted) in such a way that the anti-tipper does not contact the steps during transport. This will help avoid a potential fall. Afterwards, the anti-tipper should be correctly readjusted. When using lifting platforms with mounted anti-tipper, be certain that the anti-tipper is inside the standing area of the lifting platform.



Be certain that your mobility base with seating shell is lifted by the attendants only at firmly attached components (for example **not** at the footrest).



Make sure that the clamping levers of the height adjustable push handles (Fig.8, item 3) are firmly tightened.



Engage your locks when standing on uneven ground or when transferring (e.g. to a car).



Models with push rings can be additionally equipped with wheel locks.



The effectiveness of the wheel locks and the general driving ease are dependent on adequate air pressure. Correctly inflated rear wheels and equal air pressure on both wheels of one axle considerably improve maneuverability of your mobility base with seating shell.



Therefore, before starting a journey in your wheelchair, check the pneumatic tires for proper inflation levels. The correct air pressure is printed on the side wall of the tire (or see air pressure table on page 26). Efficiency of the wheel locks can only be ensured if sufficient air pressure and correct adjustment (10 mm distance at the maximum, subject to technical alterations) have been provided.



All brakes acting on the tires do not serve as service brake but are only designed as parking brake (wheel lock).



Make sure the tires have sufficient tread depth.



**We would like to point out that persons seated in seating shells must at all time be secured with suitable safety systems (straps/belts).**



**With some combinations or adjustment versions it might happen that the casters collide with the footrest. Please note that if this is the case the steering range of your casters is limited and change the settings if need be.**



Please **note** that when using your wheelchair in public traffic, you are subjected to observe the traffic regulations according to the vehicle regulations for your area.



Be sure you are visible in the dark. If possible, wear light clothes. We recommend attaching other lights as well.



For transfemoral amputee users, the rear wheels must be placed to the posterior. Use of an anti-tipper is required.



To avoid hand injuries, do not grip between rear wheel and wheel lock while maneuvering your mobility base with seating shell.





Be careful with your fingers when using the mobility base with seating shell or during adjustment and assembly works (risk of injuries).



Be sure to re-tighten the screws after all adjustments.



Maximum load including seating shell is 120 kg.



Your hands may become warm due to slowing down from high speed or on longer slopes. This is especially true if the push rings are aluminum.



When using your mobility base with seating shell outdoors, wear leather gloves. Gloves provide you with a better grip and protect your fingers from dirt and hot metal.



**Using your Ottobock product as a seat in vehicles for transporting persons with reduced mobility**  
 Passengers should use the seats and vehicle restraint systems already installed in the vehicle whenever possible while travelling. This is the only way to ensure optimum protection of passengers in the event of an accident.  
 Your Ottobock product **Dino 3** can be used as a seat in a vehicle for transporting persons with reduced mobility with the use of the safety elements offered by Ottobock and appropriate restraint systems. For further information please refer to our instructions for use „**Using Your Wheelchair/Seating Shell Mobility Base or Buggy as a Seat for Transportation in a Wheelchair Accessible Vehicle**“, order number 646D158.



While installing add-on drives on the product is generally not permitted, it can be reviewed by our Custom Fabrication department on request.



**Serious injuries due to exceeding the service life**

- Using the product beyond the specified expected service life (see the section „Service life“) leads to increased residual risk and should only take place subject to the due diligence and deliberations of qualified personnel.
- If the service life is reached, the user or a responsible attendant should contact the qualified personnel who fitted the product or the manufacturer's servicing department (see inside rear cover or back page for address). Here the user can obtain information about known risks and the current options for refurbishing the product.

### 3.1. Further notes




#### Attention!

Even in the event of compliance with all applicable guidelines and standards, it is possible that alarm systems (e.g., in department stores) may respond to your product. Should this happen, remove your product from the area where the alarm was triggered.

### 3.2. Warning symbols and type plates

Label / nameplate	Explanation
	<p>A Type designation              B Manufacturer's article number              C Maximum load capacity (see Section „Technical Data“)              D Manufacturer / address / country of manufacture              E Serial number              F Manufacturing date              G European Article Number / International Article Number              H Read the Instructions for Use prior to using the product.              I CE marking – product safety in conformity with the EU Directives</p>

Label / nameplate	Explanation
	Fixation point to attach the product in vehicles for transporting persons with reduced mobility

## 4 Exchanging / Shifting the interface adapters

By loosening the screw connection (Fig. 1, item 1) to the frame (Fig. 1, item 2), the interface adapter (Fig. 1, item 3) can be shifted or exchanged. At the moment, interface adapters for the following seating systems are available:

- Type "Trapez"                      • Shape / Moss
- Type "Parallel"                  • Type "R82 / Ato Form"
- Type "Dräger"

## 5 Mounting of seating systems

When using seating systems of other manufacturers, please observe the corresponding manufacturer's instructions for use.

**Ottobock will assume no liability for combinations of interface adapters which are not mentioned above.**

### 5.1. Removing and mounting seating systems being equipped with the "Parallel" seating shell interface (Fig. 2)

The seat can be easily removed from the mobility base to lessen the weight of the chair during transport.

This also allows for easy transfer between indoor and outdoor mobility bases.

Position yourself on the right side (when in the forward direction) of the seating unit. Hold the head area of the back part of the seat with one hand.

Now reach beneath the seat and pull the angled disengaging lever towards the footrest assembly to release the seat attachment. Tilt the seat back to over 45° and remove it by lifting upwards.

To remount the seat onto the mobility base, hold the seat as described above and first put the locking unit at an angle of approx. 45° on the posterior tube of the seat adapter. Press the anterior seat edge onto the mobility base until the seat audibly snaps in place. Make sure it's secure by giving the seat a few short tugs.

### 5.2. Removing and mounting seating systems that have a Trapez seating shell interface (Fig. 3)

For transport in a car or to distribute the weight into two, more manageable loads, the seat can be easily removed from the mobility base. This also allows for easy transfer of the seat between indoor and outdoor mobility bases.

To remove the seat, stand next to the seating unit and hold the seat with one hand at its back part. Then reach beneath the seat and turn the release switch (Fig. 3, Pos. a) downward.

The locking bolt will then unlock and release the adapter. At the same time, push the seating shell forward (Fig. 3, Pos. b).

You can then remove the seating shell unit.

To remount the seat onto the mobility base, place the back part of the seating shell interface onto the adapter carrier and slide the seating shell backwards until the locking bolt audibly clicks back into locking position (Fig. 3, Pos. c). Make sure the seating shell is secure by giving the seat a few short tugs.

### 5.3. Checking Static Stability before Using the Mobility Base with Seating Shell

After mounting a seating system, the stability of the entire product must be checked.



#### Attention!

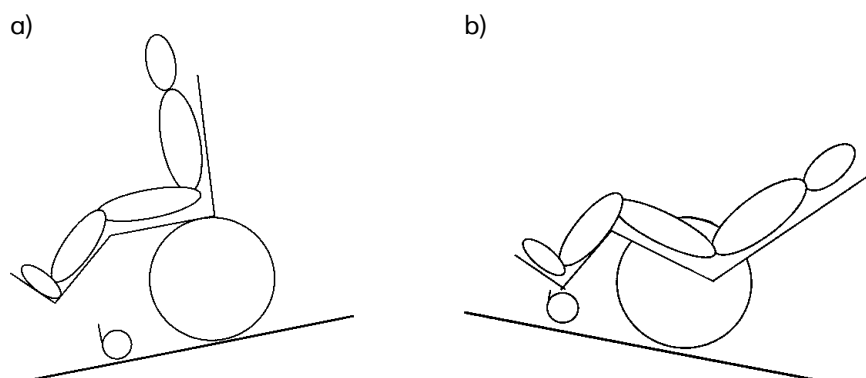
Since stability is checked with the patient, you must proceed with utmost caution and with the help of at least two attendants.

First prepare an area with an inclination of 10°. Place the mobility base with mounted seating system and the patient sitting in the seating system on this incline. The wheels should be in driving position (see illustration).

Test the tilting behavior in the most unfavorable positions:

**to the front** - extended footrest assembly (if possible), upright backrest (pos. a);

**to the rear** - angled footrest assembly, tilted 30° to the rear, back angle 120° (pos. b).



## 6 Seat tilt (Fig. 4 and Fig. 12)

You can tilt the seat by approx. 30° to the rear by pressing the release lever (Fig. 12, item 1). When the desired inclination is reached, release the finger pressure from the release lever.



### Attention!

Please note, that the seat may only be tilted with the anti-tipper in operational position.

## 7 Standard equipment

### 7.1. Height adjustable pushbar (Fig. 5)

Can be adjusted vertically to a more comfortable height for the attendant.

### 7.2. Height adjustable push handles (Fig. 6)

Can be adjusted vertically to a more comfortable height for the attendant.

### 7.3. Angle adjustable back frame (Fig. 7)

The angle between back frame and seat frame can be adjusted with the threaded rod (Fig. 7, item 1). The inclination range is 80° to 120°.

This position is firmly set then. It has to be adjusted in accordance with the seating system you use.

- Attention: Increasing the angle between seat frame and back frame to more than 90° may only be done if the anti-tipper is in operational position.
- Release the push handles or pushbar by loosening the clamping levers (Fig. 8, item 3) and move them into the correct position. The adjustment range is 150 mm.

### 7.4. Drum brake for attendant (Fig. 5 and 8)

Allows braking of the wheelchair independent of tire pressure.

- Tighten the clamping levers (Fig. 8, item 1) to bring the drum brakes in functional state. Release the lock by loosening the ratchet pieces (fig. 8, item. 2).
- Check the adjustment of the drum brake from time to time (see section “Adjustable brake force for drum brake”, page 24).
- Please note that the brakes must be readjusted in case of varying braking effect (see section “Adjustable brake force for drum brake”, page 24).

## 8 Transport

Depending on the type of mobility base, several possibilities exist to render handling of the mobility base with seating shell more easy, for example for car transport (when client is not seated in the chair).

The optional equipment includes removable quick-release axles on the rear wheels that facilitate transport.

- Place four fingers through the spokes and grasp near the rear wheel hub. Use your thumb to press the button of the quick-release axle (Fig. 9). You can easily pull off then the rear wheel. Use corresponding procedure when remounting.
- Be certain when remounting that the quick-release axle securely locks into the quick-release axlehousing!  
Make sure you can't remove the wheel without depressing the button!
- Press the locking lever (Fig. 11, item 2) downward to fold the back to the front until it rests on the seat tubes.
- When unfolding, make sure that the stud (Fig. 10, item 1) engages in the recess (Fig. 11, item 2) provided for this.  
For better handling, the adjustment mechanism features a grip cover.
- Be certain when unfolding that the backrest snaps in correctly.

## 9 Accessories

The mobility base for seating shells is designed as a modular assembly system, which means that certain accessories may be adapted to your it. The following options and accessories may make it easier to use your mobility base with seating shell.

### 9.1. Angle adjustable back frame with loop spring mechanism (Fig. 8 and Fig. 12)

The angle between the back frame and seat frame can be adjusted continuously and variably using the lever (Fig. 12, item 1). The inclination range is 80° to 120°.

- Attention: Increasing the angle between seat frame and back frame to more than 90° may only be done if the anti-tipper is in operational position.
- Release the push handles or pushbar by loosening the clamping levers (Fig. 8, item 3) and move them into the correct position. The adjustment range is 150 mm.

### 9.2. Back guide for seating shells (Fig. 13)

Insert the narrow side of the attachment plate into the long hole (item 1), rotate by 180° and tighten the plate with the thumb screw (item 2). The back shell is now attached to the guide plate (item 3). When adjusting the back angle, the back guide will move upward or downward correspondingly.

### 9.3. Wheel lock (Fig. 14)

If rear wheels with push rings are used, the Dino 3 can be additionally equipped with wheel locks.

For adjusting the wheel locks please read section "Adjusting the wheel lock" on page 24.

### 9.4. Wheel lock with reverse-roll locking device (Fig. 15)

For adjusting the wheel locks with reverse-roll locking device please read section "Adjusting the wheel lock" on page 24.

The wheel lock with reverse-roll locking device allows pushing of the mobility base with seating shell while preventing it from rolling backwards (e.g. when pushing uphill). If this function is desired, the lever (Fig. 15, item 1) must be pressed downward. To cancel the brake effect when rolling backwards pull the lever back to its initial position.

### 9.5. Plug-on wheel lock lever extension (Fig. 15, item 2)

For easy handling of the wheel locks, the wheel lock lever extensions are just plugged on.

### 9.6. Tip-assist (Fig. 16)

For clearing obstacles like curbs etc. it may be necessary to tip the mobility base at the front. The tip-assist is used to make tipping easier.

Step onto the tip-assist with your foot and pull the push handles/pushbar to the rear.

### 9.7. Anti-tipper, swing-away (Fig. 17)

Prevents the mobility base with seating shell from tipping too far backward. With slight downward pressure on the anti-tipper (item 1) it can be disengaged and swung to the inside (item 2) (for mounting instructions, refer to page 24). It is absolutely necessary that the anti-tipper be in functional position when tilting the seating unit to the rear or when adjusting the angle between seat and back to more than 90°!

- Please note that with the anti-tipper swung to the rear, it will be impossible to clear obstacles (e.g. curbs) from a certain height. To prevent a possible risk of accident, swing the anti-tipper to the front before driving over such obstacles.

### 9.8. Spoke protectors (Fig. 18)

Prevent the fingers from getting injured between the spokes and improve the appearance of your mobility base.

### 9.9. Wheel cover (Fig. 19)

The wheel cover (Fig. 19, item 1) is plugged into the holding device (Fig. 19, item 2). To remove the wheel cover just pull it out of the holding device.

#### 9.9.1. Depth adjustment of the wheel cover

Loosen the screws (Fig. 19, item 3) and shift the wheel cover to the desired position. Fix in this position by tightening the screws (Fig. 19, item 3).

### 9.10. Side panel with height adjustable armrests, depth adjustable (Fig. 20)

For adjusting the armrest height, loosen the screws (Fig. 20, item 1) and move the armrest to the desired height. Secure this position using the set screw (Fig. 20, item 1).

For depth adjustment of the armrests please read section "Depth adjustment" under "Wheel cover".

### 9.11. Pushbar with ratchet joint (Fig. 21)

Allows height and angle adjustment of the pushbar to obtain a comfortable position for the attendant.

- By loosening the clamping levers (item 1) you can release the pushbar and bring it into the correct height. To adjust the angle, loosen the clamping levers (item 2).
- Be sure to snugly retighten the clamping levers (item 1 and 2) after all adjustments.

### 9.12. "Parallel" seating shell interface (Fig. 22)

Easily attaches to the "Parallel" interface adapter by means of the clamping mechanism.

**9.13. Footrest versions (Fig. 23)**

The different footrest versions are adjustable in their depth by pushing the footrest bar more or less deeply into the seat tube which features a corresponding adjustment hole channel. To do this, loosen the Allen head screws (Fig. 23, item 1) and the screws of the interface adapter (Fig. 23, item 2) on both sides and move the footrest bars to the desired position. Re-tighten the Allen head screws (Fig. 23, item 1 and 2).

**9.13.1. Single-panel footrest, angle adjustable (Fig. 24)**

Bolted to the wheelchair. The single-panel footrest is angle adjustable. Can be adapted to the lower leg length. The footplate can be flipped up towards one footrest bar making transfers of the patient easier in case the legs are capable to bear weight.

***Height adjustment of the footplate (Fig. 25)***

The footplate can be adjusted according to the lower leg length and height of the seating shell you use by loosening the screw (item 1) at the footrest bar.

**Note:** Loosen the screw – do not completely remove the screw. There are two threaded holes in your footrest bar. Depending on the desired adjustment, however, it may be necessary to completely remove the screw and use the second hole.

- Make sure to re-tighten all screws and nuts after making adjustments!

***Angle adjustment of the footplate (Fig. 26)***

The footplate of the Dino 3 mobility base is angle adjustable.

To adjust, slide a 5 mm Allen wrench through the side holes in the footrest bar until the wrench locks into the Allen screw in the footplate. Loosen the screw with several turns. A blow on the end of the Allen wrench will disengage the clamp connection.

Adjust the footplate to the desired position and firmly re-tighten the screw.

**9.13.2. Single-panel footrest for short lower leg length (Fig. 27, 28)**

The footplate height can be adjusted using the lateral holes in the footrest bars (Fig. 28, item 1). To do this loosen the screws using an Allen head wrench and an open-jawed wrench. Position the footplate at the desired height and re-tighten the screw connection.

You can also use this screw connection to pivot the footplate around the screw connection point (Fig. 28, item 2) to create a favorable position in relation to the seating shell you use. It will probably be necessary to readjust the footplate angle afterwards.

The footplate can be flipped up towards one footrest bar making transfers of the patient easier in case the legs are capable to bear weight. For angle adjustment please read section "Single-panel footrest, angle adjustable" on page 22.

**9.13.3. Individual footrests, angle adjustable (Fig. 29)**

With the individual footrests, angle adjustable, the right and left footplate can be flipped up to make transfers of the patient easier.

For angle and height adjustments please read section "Single-panel footrest, angle adjustable" on page 22.

**9.13.4. Individual footrests, elevating, angle adjustable (Fig. 30)**

The footrests can be adjusted within the range from 15° to 90°. Pull the footrests upward until they have reached the desired position. The footrests automatically lock in place. To reposition the footrests relieve the load on the footrests and press the release lever (item 1) downward to lower the footrests. Bring the footrests to the desired position.

Make sure to always secure the footrests with your hand against uncontrolled falling downward when lowering it.

***Swinging away the individual footrests, elevating, angle adjustable (Fig. 30)***

Slightly lift the footrests and swing them to the inside or outside.

For height and angle adjustments please read section "Single-panel footrest, angle adjustable" on page 22.

**9.14. Footrest assembly for seating shell interface (Fig. 31)**

Is mounted to the seating shell interface. The knee angle can be adjusted using the clamping lever (Fig. 31, item 1). The Allen head screws (Fig. 31, item 2) allow adaptation to the lower leg length. The single-panel footrest is angle adjustable.

- Make sure that the footplate does not contact the caster.

**9.15. Preparation for Scala-Mobil**

The standard model of the Dino 3 mobility base can be equipped with a preparation for the Scala-Mobil climbing assist for stairs.

Your rehabilitation technology supplier will instruct you in adapting and using this climbing assist.

## **10 Adjustability / Assembly instructions**

Different types and degrees of disability require different kinds of fitting. With our broad range of add-on components and options, the mobility base for seating shells can be equipped to allow operation by either an active wheelchair user or by attendants.

### 10.1. Adjusting the rear wheel in the multi-adjustable axle plate (Fig. 32)

The further back the rear wheel is attached, the longer the wheel base and the greater the stability of the mobility base.

By attaching the rear wheel in a more forward position, the maneuverability of the mobility base increases while also increasing, however, the risk of tipping over to the rear. Using the anti-tipper is strongly recommended when in this position.

- Please note that if you change the position of the rear wheels you will have to readjust the wheel lock ("Adjusting the wheel lock", page 24).
- Make sure to retighten all screws and nuts after making adjustments!

### 10.2. Adjusting the caster fork (Fig. 33)

Spacing washers are used to ensure the frame is in the correct horizontal position.

Use the levelling device provided to verify if the lower frame tube is horizontal (ensure the ground is flat and level).

If this is not the case, remove the black protective bushing. To do this open the screw connection (item 1) of the caster fork axle.

Placing the spacing washers between lower and upper contact surface will allow the lower frame tube to come to correct horizontal position.

Re-tighten the screw connection of the caster fork axle (item 1). Mount the protective bushing.

### 10.3. Wheel base long (Fig. 34)

The further back the rear wheel is attached, the longer the wheel base and the greater the stability of the mobility base.

- Please make sure when positioning the rear wheels, that the casters are perpendicular to the ground. If required, mount the casters to another bore of the caster fork or use another caster size.
- Please note that if you change the position of the rear wheels you will have to readjust the wheel lock ("Adjusting the wheel lock", page 24).
- Make sure to retighten all screws and nuts after making adjustments!

You can also turn around the axle plate to position the wheel axle near to the center of gravity, thus, however, decreasing the stability of the seating shell wheelchair. In this case use of an anti-tipper is required.

### 10.4. Mounting and adjusting the anti-tipper (Fig. 17, 35 to 38)

1. With the eyelet closed, insert the expansion spring (Fig. 36, item 1) into the desired posterior frame tube. Put the distance sleeve (item 2) and the screw (item 3) through the lowest bore hole ( $\varnothing$  8 mm) and through the eyelet of the spring. Do not over tighten the nut (item 4).
2. Hook a cord (Fig. 36, item 5) or a second expansion spring into the open eyelet of the first expansion spring (item 6) and push the anti-tipper (item 7) into the posterior frame tube.
3. Pull at the cord (Fig. 37, item 8) or at the second expansion spring until part of the first expansion spring extends from the anti-tipper (item 9).
4. Secure the expansion spring in this position using a screwdriver (Fig. 38, item 10), remove the cord (or the second expansion spring) and attach the spring holder (item 11). Remove the screwdriver – the spring holder will lock into place.

The anti-tipper can now be adjusted in accordance with the position of your rear wheel (Fig. 17). After the screw connections have been loosened, the anti-tipper can be horizontally and vertically adjusted. In addition, the wheel holder can be rotated by 180°. The anti-tipper wheel must at least completely extend from the rear wheel to the back, and the distance between the wheel and ground should not exceed 5 cm maximum. Find the appropriate position with the assistance of a helper!

### 10.5. Adjusting the wheel lock (Fig. 14, 15, 39)

To change the position of the rear wheels, first loosen the wheel lock attachment screws (Fig. 15, item 1) and push the wheel lock forward. Once the rear wheels have been set in the new position, the wheel lock should be mounted so that when the wheel lock is not activated, the distance between the tires and wheel lock bolt is 10 mm maximum (Fig. 39) (subject to technical changes). Check the tire air pressure and the effectiveness of the locking devices regularly. The air pressure is indicated on the tire and is listed in the table on page 26. Be sure to use only original rear wheels with approved radial excursion with a maximum of  $\pm$  1mm in order to ensure satisfactory braking effect. Proper function of a correctly adjusted wheel lock with a load of max. 120 kg can be ensured up to 10 % incline.

- Make sure to retighten all screws and nuts after making adjustments!

### 10.6. Adjustable brake force at rear wheel with drum brake (Fig. 40)

In order to achieve optimal braking effect, the brake force can be adjusted by means of the adjustment screw (item 1). By unscrewing the screw the brake force will be increased, to decrease turn the screw inwards.

- Please turn the adjustment screw to the left until frictional noise occurs at the wheel. Then screw the adjustment screw to the right until the frictional noise disappears. The wheel should run freely. After finishing the adjustment, fix the adjustment screw by tightening the counter nut (item 2).
- Be sure the brake force of both rear wheels is adjusted equally.



- Make sure that the drum brake engages without too much force. Force should be adequate when the manual brake lever is set to the second or third ratchet position!

## 11 Use in vehicles for transporting persons with reduced mobility



### Use in vehicles for transporting persons with reduced mobility

Serious injuries in case of accidents due to user error.

- Always use the seats and restraint systems in the vehicle for transporting persons with reduced mobility first. This is the only way to ensure optimum protection of passengers in the event of an accident.
- If the product is to be used as a seat in a vehicle for transporting persons with reduced mobility, the safety elements offered by the manufacturer and appropriate restraint systems must be used. Further information can also be found in the document „Using your product for transportation in a wheelchair accessible vehicle“, order number 646D158.



### Use of the belt system as a restraint system in vehicles for transporting persons with reduced mobility is forbidden

Serious injuries due to improper handling of the product.

- Under no circumstances may the belts and positioning aids offered with the product be used as part of a restraint system for transportation in a vehicle for transporting persons with reduced mobility.
- Note that the belts and positioning aids offered with the product are only intended to help support the user sitting in the product.



### Prohibited transportation of the passenger with activated back angle adjustment and seat tilt

Loss of safe restraint in the product due to user error.

- Ensure the passenger is seated in a nearly upright position during transport.
- Move the backrest to a nearly upright position prior to travel.
- Check the locking mechanism on both sides.

During transport in vehicles for transporting persons with reduced mobility, the product must be sufficiently secured with attachment straps.

The transport weight of the person to be transported in a vehicle for transporting persons with reduced mobility corresponds to the maximum permissible user weight (see the „Technical data“ section).

#### 11.1. Required accessory

The 471S00=SK021 anchor point kit is required to use the product as a seat in a vehicle for transporting persons with reduced mobility. The qualified personnel that adapted the product can provide more information.

#### 11.2. Using the product in the vehicle

The mobility base for seating shells has been tested according to ANSI/RESNA and ISO 7176-19.

#### 11.3. Securing the product in the vehicle

1. Position the product in the vehicle for transporting persons with reduced mobility. For further information see section 5 in the brochure „Using your product for transportation in a wheelchair accessible vehicle“, order number 646D158.
2. Engage the attachment straps at the front and rear before tightening them (Fig. 43/44).

#### 11.4. Routing the restraint lap belt

1. Pull each end of the restraint lap belt from the inner side of the seat through to the outside (Fig. 45).
2. Hook the end of the restraint lap belt onto the pin.

#### 11.5. Restrictions for use



### Using the product with certain settings and/or installed options

Severe injury in case of accidents due to options coming loose.

- Before using the product as a seat in a vehicle for transporting persons with reduced mobility, remove options that need to be taken off for safe transportation. Please observe the following table.
- Stow all dismantled options securely in the vehicle for transporting persons with reduced mobility.
- Please note that certain settings on the product exclude the use of the product in a vehicle for transporting persons with reduced mobility.

Option	Transportation in a vehicle for transporting persons with reduced mobility not possible	Option must be removed	Secure option on product
Transport chair	X		
Reduced wheelbase (by 60 mm)	X		
Extended wheelbase (by 60 mm)	X		
Stair climber	X		

## 12 Repairs / Service / Changing tires

Your mobility base for seating shells has been provided with the CE sign. Should problems with it arise, please contact your rehabilitation technology supplier.

To clean your mobility base, use a mild detergent. Some components of your mobility base need to be serviced from time to time to ensure smooth operation. Hair or dirt particles may accumulate between the caster wheel and fork making it difficult for the caster wheels to rotate.

- Remove the caster wheel and thoroughly clean the fork and caster wheels using a mild detergent. The rear wheels and caster wheels can be designed as a quick-release axle system.
- To keep this system operational, be sure no dirt adheres to the quick-release axle or axle housing. Lightly lubricate the quick-release axle regularly with resin-free sewing machine oil.
- Please make sure that no oil gets on the brake linings or on the brake drum.
- When you are using casters with quick release axle, check the fit of the nut from time to time.
- If your mobility base with seating shell gets wet, towel dry it as soon as possible.
- Do not use your mobility base with seating shell in salt water, and keep sand or other particles from damaging the wheel bearings.
- Check the tightness of all screw connections regularly. If a screw connection comes loose often, consult your rehabilitation technology supplier.
- To maintain the operating performance of your mobility base, the spokes of the rear wheels should be checked and re-tightened approx. once a year. This adjustment should be made by your supplier. We recommend that you always carry an air pump and tire repair kit for emergencies. As an alternative, consider keeping a spray can of hardening foam (available at local bicycle shops) to fill your tire in case of punctures.
- If a tire becomes flat, use the appropriate tools to carefully remove the tire from the rim.
- Be sure not to damage the rim and the tube.
- Repair the tube according to the directions in the repair kit, or replace the old tube with a new one.
- Before re-mounting the tire, inspect the inner rim surface and the inside of the tire for any object that may have caused the flat.
- Be sure the rim bands are not damaged. They protect the tube from being damaged by the ends of the spokes.
- To keep the brakes operational, please use only original rear wheels.

### Mounting (Fig. 41)

Place the protective rim band over the valve and then push the valve through the rim. Screw on the valve nut if there is one. The rim band can now be easily applied.

- Be sure all spoke ends are covered.
- Start pressing the underside of the tire over the edge of the rim behind the valve. Pump the tube with a small amount of air until it is round; then insert it in the tire.
- Check the tube for folds. If folds are present, release some air. You can now mount the rest of the tire starting with the section of tire opposite the valve by gently pressing the tire toward the valve.

### Inflating (Fig. 42)

Check around the tire on both sides to see whether the tube is clamped between the edge of the tire and the rim. Push the valve back slightly and pull it out again so that the tire is well-seated in the valve area. Fill the tire with enough air so that it can be pressed in easily with your thumb. Be sure the tire is centered on the rim before continuing. If not, let some air out and realign the tire. Inflate the tire to the pressure indicated in the table on page 26, and tighten the dust cap.

## 13 Legal Information

All legal conditions are subject to the respective national laws of the country of use and may vary accordingly.

### 13.1. Liability

The manufacturer will only assume liability if the product is used in accordance with the descriptions and instructions provided in this document. The manufacturer will not assume liability for damage caused by disregard of this document, particularly due to improper use or unauthorised modification of the product.

### 13.2. CE Conformity

This product meets the requirements of the European Directive 93/42/EEC for medical devices. This product has been classified as a class I device according to the classification criteria outlined in Annex IX of the directive. The declaration of conformity was therefore created by the manufacturer with sole responsibility according to Annex VII of the directive.

### 13.3. Warranty

Further information on the warranty terms and conditions can be obtained from the qualified personnel that has fitted this product or the manufacturer's service (see inside back cover for addresses).

### 13.4. Service Life

Expected service life: **4 years**.

The design, manufacturing and requirements for the intended use of the product are based on the expected service life. These also include the requirements for maintenance, ensuring effectiveness and the safety of the product.

Using the product beyond the specified expected service life leads to increased residual risk and should only take place subject to the due diligence and deliberations of qualified personnel.

If the service life is reached, the user or a responsible attendant should contact the qualified personnel who fitted the product or the manufacturer's servicing department (see inside rear cover or back page for address). Here the user can obtain information about known risks and the current options for refurbishing the product.

### 13.5. Trademarks

All product names mentioned in this document are subject without restriction to the respective applicable trademark laws and are the property of the respective owners.

All brands, trade names or company names may be registered trademarks and are the property of the respective owners.

Should trademarks used in this document fail to be explicitly identified as such, this does not justify the conclusion that the denotation in question is free of third-party rights.

## 14 Technical data

### Dimensions of the Dino 3 (in mm)

#### 14.1. Overall length

	Rear wheel 12.5"	Rear wheel 22"	Rear wheel 24"
Max. wheelbase	770	930	955
Min. wheelbase	770	800	825
Length with single-panel footrest	889	1060	1085

#### 14.2. Overall height

	Rear wheel 12.5"		Rear wheel 22"		Rear wheel 24"	
	Hole pos. lower	Hole pos. upper	Hole pos. lower	Hole pos. upper	Hole pos. lower	Hole pos. upper
Pushbar standard in highest position, back 90°	1200	1125	1127	1145	1152	1170
Pushbar standard in lowest position, back 90°	1040	965	967	985	992	1010
Seat tubes with 0° seat tilt	485	435	455	435	480	460

#### 14.3. Overall width

	Rear wheel 12.5"	Rear wheel 22"	Rear wheel 24"
360	540	600	600
400	580	640	640
440	620	680	680

Seat tube depth (front edge of back tube to front edge of seat tube) 355 mm

**14.4. Weight**

Standard version with 12.5" rear wheels and pushbar = 14.5 kg

Standard version with 24" rear wheels and pushbar = 17.5 kg

**Note:**

The values indicated are measurements which have been theoretically determined. We reserve the right to technical alterations and deviations by 5%.

**14.5. Additional information**

Maximum load capacity (including seating shell): 120 kg

**14.6. Air pressure table for Dino 3**

	Air pressure
Front wheel 6" pneum. tire	35 PSI / 2.4 bar
Front wheel 7" pneum. tire	35 PSI / 2.4 bar
Rear wheel 12.5"	40 PSI / 2.5 bar
Rear wheel 22"	65 PSI / 4.5 bar
Rear wheel 24"	85 PSI / 6.0 bar

**15 Threshold values for wheelchairs transportable by train****Attention!**

- The wheelchairs in this series fully satisfy the minimum technical requirements of regulation (EU) No. 1300/2014 for wheelchairs transportable by train. However, not all versions can comply with all threshold values due to different settings.
- With the help of the table that follows, you or the qualified personnel can take measurements and verify whether the concrete wheelchair meets the threshold values.

Feature	Threshold value (according to regulation (EU) No. 1300/2014)
Length	1200 mm (47.2"); plus 50 mm (2") for the feet
Width	700 mm (27.6"); plus 50 mm (2") on each side for the hands when moving
Smallest wheels	approx. 3" or greater according to the regulation, the smallest wheel must be able to accommodate a gap measuring 75 mm (3") horizontally and 50 mm (2") vertically
Height	max. 1375 mm (54.1"); including a 1.84 m (72.5") large male wheelchair user (95th percentile)
Turning radius	1500 mm (59.1")
Maximum weight	300 kg (661 lbs); for wheelchair with occupant, including baggage
Maximum obstacle height that can be overcome	50 mm (2")
Ground clearance	60 mm (2.4"); at an upward slope angle of 10°, ground clearance must measure at least 60 mm (2.4") under the foot rest for going forward at the end of the slope
Maximum inclination angle on which the wheelchair will remain stable	6° (dynamic stability in all directions) 9° (static stability in all directions, also when wheel lock engaged)



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