

# Combined webbing tie-down and occupant restraints



User Manual

EN Instructions for fitting and use

Thank you for choosing

## Combined webbing tie-down and occupant restraints from BraunAbility!

The following manual is an important part of the product, providing you with information on how to achieve maximum performance and safe operation. Keep the manual in a safe place so that you can refer to it when necessary.

If you have any questions about your equipment, please contact us.

Once again, thank you for placing your confidence in our products!



Safe vehicle adaptation solutions  
*For your safety BraunAbility products are designed and tested according to current directives and standards.*

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## Fit and use

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## Safety information

### Limitation of use

The development of BraunAbility restraints is a continuous process. Applications are added on a regular basis. For more details contact BraunAbility or look on the BraunAbility website.



*These BraunAbility restraints are designed to secure the rear of a wheelchair when facing forward in a vehicle and must be used as instructed. The red webbing tie-downs are designed to secure wheelchair weight up to 120kg whilst OR11 is designed to secure a wheelchair weight up to 140kg. The use of an appropriate front tie-down will be required for all.*



*In addition to the details given in these instructions, users of BraunAbility restraints must refer to the wheelchair manufacturer's 'Instructions for Use in Transport' for full details of tie-down attachment points on the wheelchair, plus any other specific instructions relating to use in transport.*



*Wheelchair users and their carers must make sure that their wheelchair is recommended for use in transport, including any 'add-on' components such as power tilt or recline options.*



*BraunAbility recommends the use of a 3 point occupant restraint system to provide greater protection in case of an impact. However, we also recognise that some vehicle layout/designs or specific postural or medical conditions do not allow that style of seatbelts to be used easily.*

*This system is not ISO 10542 compliant if used in 2 point configuration.*



*In accordance with international regulations, our occupant restraints are designed to be used for passengers weighing 22kg or above. If the passenger weighs less than 22kg, we recommend that a suitable, and appropriately tested child restraint seat is used. This may involve a secondary seat belt restraint as recommended by the original seat manufacturer.*

Webbing tie-down



OR09



OR10



OR11



ORS02

### General guidance

- Wheelchair Accessories that have not been approved by the Wheelchair Manufacturer must be removed from the wheelchair and secured in the vehicle during transport to reduce the potential for injury. Refer to 'Instructions For Use in Transport' provided with the wheelchair or contact wheelchair manufacturer for further guidance.
- These combined wheelchair tie-downs comply with all applicable requirements of ISO 10542, including a 48km/h, 20g frontal impact test using a forward facing 85kg surrogate wheelchair and an ATD (test dummy) with a mass of 76.3kg. The test dummy was restrained by both a pelvic and upper-torso restraint. Use of a pelvic only belt may compromise the performance of the WTORS system and should be avoided.
- If the installation is to be used with an occupant head rest anchored to the vehicle, then a vehicle-anchored back rest must be provided to minimise rearward deflection of the wheelchair seatback, preventing neck injury.
- Regular inspection of all parts is recommended and the equipment should be used only if all components are in good condition.
- **Warning:** protect webbing from contacting sharp edges and corners. Replace equipment if the webbing does becomes cut, contaminated or frayed.

- Any restraints which have been subjected to a crash situation from which the vehicle must be towed, should, in the interest of safety, be replaced.
- Do not attempt to modify the equipment. For further advice on the installation and use of this tie-down, please contact BraunAbility. Please read this manual fully before use.
- Avoid contact with corrosive liquids. Care should be taken to prevent contamination of the webbing with polishes, oils and chemicals.
- The tie-down anchorages should be installed by an experienced technician/vehicle converter. Anchorages should not be installed into unsound materials such as corroded metal, wood, plastic and fibre glass panels, without additional and suitable reinforcement.
- The equipment has been tested in a configuration similar to that recommended by BraunAbility and any deviation from the recommendations here is the responsibility of the installer/user.

## Before installing and using the combined webbing tie-downs with occupant restraints

- Ensure that the wheelchair is correctly maintained and that the settings of any adjustable parts are made according to 'Instructions for Use in Transport'.
- Whenever possible remove any items of luggage etc that may be attached to the wheelchair and secure or store separately during transport in order to reduce the potential for injury to other passengers travelling in the vehicle.
- Extra care must be exercised when using vehicle boarding aids such as passenger lifts or ramps during the loading process. Refer to 'Instructions For Use' for information on safe slopes.
- Position the wheelchair facing forward - centrally in the designated region of the vehicle. **Ensure the wheelchair brakes are applied.**
- To minimise the potential for head injuries in an impact, allow a clear space of at least 400mm behind and 650mm, (FCZ, front clear zone), in front of the head of the wheelchair user, (Fig A). The shoulder belt anchorage must be roof or side-wall anchored at a height level such that the belt webbing passes over the midpoint of the occupant shoulder and at a height that is at or just above the level of the occupants shoulders so as not to impose downward loads on the spine.
- A height provision (HHT) ranging from 1000mm to 1550mm should be made, depending on the size of the passenger. There should also be 200mm of clear space either side of the wheelchair centre line. If these clear space dimensions cannot be provided then any structure protruding into this space should be adequately padded and comply with impact performance requirements of ECE Regulation 21 'FMVSS 201'. All vehicle padding should comply with the flammability requirements of ECE Regulation 118 'FMVSS 302'.

*Note: seated head height (HHT) ranges from as low as 1000mm for a 6-year-old child to 1550mm for a tall adult.*



- Wheelchair users, their carers and family are advised to check vehicle specifications to ensure that sufficient floor space is available to accommodate the wheelchair and tie-down system. These distances are based upon the desire to maintain clear zones for potential head excursions of occupants provided with both upper and lower torso restraints.
- Users of heavy powered wheelchairs are also advised to check vehicle carrying capacity. If in doubt consult the vehicle supplier for further details.
- Any airbag, as fitted to the vehicle, shall be used only as a supplementary occupant restraint if designed to be used in combination with the wheelchair tie-down.
- Installers of this tie-down should take note of any vehicle airbag position when planning the installation. Airbags can cause serious injury if a wheelchair-seated occupant is seated too close to an airbag position. If in doubt contact the vehicle manufacturer or your National Automotive Regulatory Body for advice.

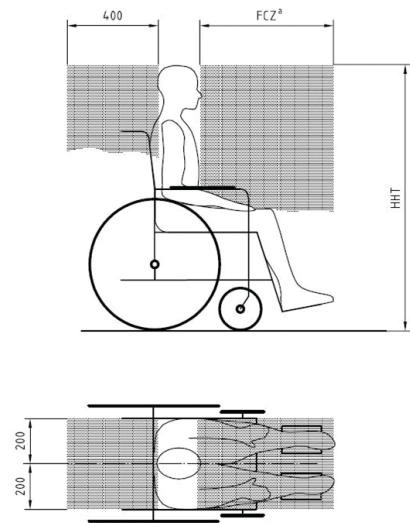


Figure A

## Fit and use

### Fitting and using combined webbing tie-down and occupant restraints

#### Rail floor - Wheelchair tie-down

1. The rail will have been installed in the vehicle in accordance with our own and the vehicle converter's instruction. Position wheelchair within vehicle as required.
2. Attach the front wheelchair tie-down (not supplied as part of this product) in accordance with its own instruction
3. Place the combined rear webbing restraint into the rail behind the wheelchair. **It is acceptable to use the restraint either for left hand or right hand use. The double inertia reel should be fitted to the rail adjacent to the 3rd point anchorage (Fig 1).**
4. When possible, the rear webbing tie-down should be positioned with the karabiner gates facing outboard from the wheelchair, (Fig 2). If using tongue & buckle, the buckle may be positioned facing inboard or outboard.
5. Lift the double locating plunger and slide into the rail, by pushing the bar slightly forward or backward until the plunger drops and locks into place (Fig 1). Repeat with other bar. **IMPORTANT: Check that both bars are positioned exactly opposite each other, are secured and the plungers are fully dropped.**
6. Remove the webbing from the Velcro patch and release the over-centre buckle.
7. Attach the karabiner or tongue & buckle (Fig 2) to the wheelchair mainframe to create an angle of about 30 to 45° within the rear view zone, (Fig 3). (Some wheelchairs which indicate this tie-down position, Fig 4).
8. Pull the webbing through the over-centre buckle until it is tight. With the free hand, begin to close the buckle. Once the webbing is retained, fully close the buckle using both hands, (Fig 5). Re-secure the Velcro to prevent the loose end from becoming a trip hazard.
9. The occupant restraint must now be fitted.



#### Removing the wheelchair tie-down

1. Release the webbing tension in each strap by pressing the silver release on the over-centre buckles and detach the karabiner or tongue & buckle from the wheelchair frame. **Note:** in an emergency, if using the tongue & buckle version, the tie-down can be quickly removed from the wheelchair by simply pressing each buckle release button.
2. Close the over-centre buckle and return the webbing end to the Velcro patch.
3. Lift the yellow plunger fully, slide back away from the wheelchair to align the ATF feet with the rail cut outs, lift away from the rail.
4. Repeat operation on the other side and store restraint securely.

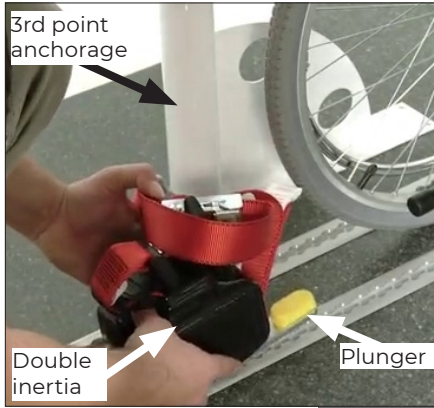


Figure 1



Figure 2



Figure 4

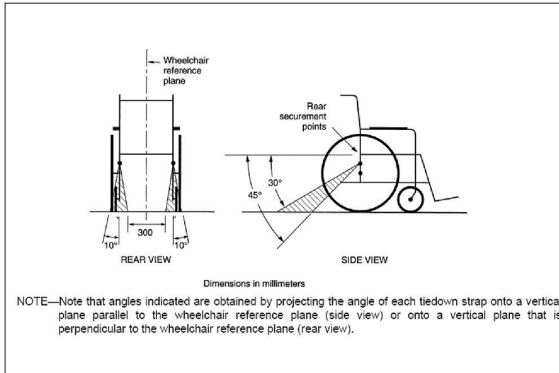


Figure 3



Figure 5

## Fit and use

### Fitting and using combined webbing tie-down and occupant restraints

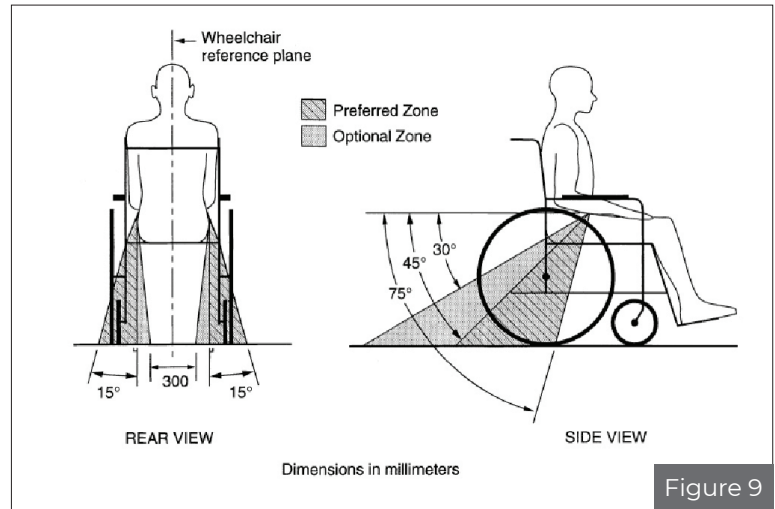


#### Rail floor/Floor anchor - 3 Point occupant restraint

1. Position the 3<sup>rd</sup> point fixing into the cant rail, (Fig 6), so that it is vertically above the inertia reel casing fixed onto the floor fixing. Unfasten the tongue and buckle.
2. Moving to the inertia reel, pull the black webbing upwards and unfasten the tongue from the red webbing buckle.
3. Position the black webbing to form the lap belt and insert the tongue into the buckle stalk (Fig 7).
4. Ensure that the lap belt lays low on the pelvis of the occupant, running as close as possible over the hips on both sides.
5. Remove the black plastic cover on the red shoulder belt tongue, if necessary, and fit into the 3<sup>rd</sup> point fixing.
6. Position the red webbing to form the shoulder belt and insert the buckle into the tongue.
7. Adjust the height of the shoulder belt to clear the occupant's shoulder by approximately 25mm or 1 inch (Fig 8).
8. The lap belt anchor points should be positioned to achieve belt angles of 30° or more to the horizontal and preferably between 45° and 75° in order to fit low across the pelvis reducing the possibility of the belt loading the abdomen (Fig 9). The pelvic restraint is designed to bear upon the bony structure of the body and should be worn low across the front of the pelvis with any junctions between the pelvic and shoulder restraints located near the wearers hips.

#### Removing the occupant restraint

1. Release the red shoulder belt from the lap belt section, then from the 3<sup>rd</sup> point fixing and carefully allow the shoulder belt to return to the retractor.
2. Disconnect the black lap belt from the buckle stalk on the aisle side and carefully allow the lap belt webbing to return onto its retractor.
3. Connect the shoulder belt buckle to the lap belt tongue above the opening of the retractor box.
4. The wheelchair tie-down should now be removed.



## Fit and use

### Fitting and using combined webbing tie-down and occupant restraints



#### Rail floor/Floor anchor - 2 Point occupant restraint

1. Ensure the Comfort Clip is released (Fig 11) and unfasten the tongue from the red webbing buckle.
2. Pull the metal tongue on the black webbing upwards to release the webbing from both inertia reels. Position the webbing across the occupant with the black webbing forming the lap belt and the red webbing forming the shoulder belt (Fig 12).
3. Insert the tongue fixed to the black webbing into the stalk buckle (Fig 10A)
4. Adjust for comfort by raising the webbing on the shoulder by two finger widths, unlock the Comfort Clip to take up the slack, then re-lock the clip so that it rests on the reel cover.
5. The lap belt anchor points should be positioned to achieve belt angles of 30° or more to the horizontal and preferably between 45° and 75° in order to fit low across the pelvis reducing the possibility of the belt loading the abdomen (Fig 9). The pelvic restraint is designed to bear upon the bony structure of the body and should be worn low across the front of the pelvis with any junctions between the pelvic and shoulder restraints located near the wearers hips.

#### Removing the occupant restraint

1. Release the Comfort Clip.
2. Release the red shoulder belt from the lap belt section, and carefully allow the shoulder belt to return to the retractor.
3. Disconnect the black lap belt from the buckle stalk on the aisle side and carefully allow the lap belt webbing to return onto its retractor.
4. Connect the shoulder belt buckle to the lap belt tongue above the opening of the retractor box.
5. The wheelchair tie-down should now be removed.



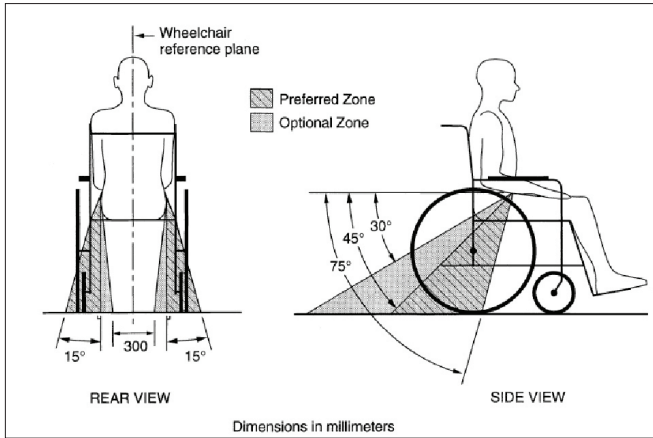


Figure 9



Figure 12

EN

Fit and use

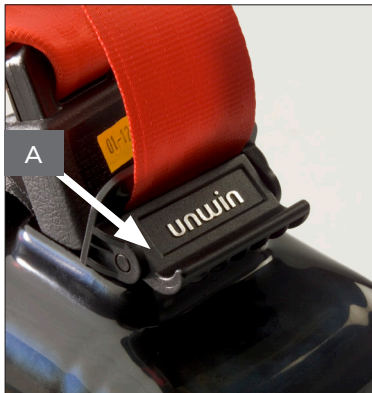


Figure 11



Figure 10

## Fit and use

### Fitting and using combined webbing tie-down and occupant restraint



#### Floor anchor - Wheelchair tie-down

1. The floor anchors will have been installed in the vehicle, in accordance with our own and the vehicle converters instructions. Position the wheelchair within the vehicle as required.
2. Attach the front wheelchair tie-down (not supplied as part of this product) in accordance with its own instruction
3. Place the combined rear webbing restraint next to the floor anchors behind the wheelchair. It is acceptable to use the restraint either for left hand or right hand use. The double inertia reel should be fitted adjacent to the 3rd point anchorage. When possible, the rear webbing tie-down should be positioned with the karabiner gates facing outboard from the wheelchair, (Fig 2). If using tongue & buckle, the buckle may be positioned facing inboard or outboard.
4. Attach each tie-down onto the rear floor anchor points by aligning the protrusion within each cleat to the slot on the floor anchors, (Fig 13). Slide the cleat fully home, (Fig 14), (raising the anchor from its housing if using the retractable floor anchor), rotate the cleat through 90° to align the karabiner fixing or tongue and buckle with the wheelchair rear vertical frame.
5. Remove the webbing from the Vecro patch and release the over-centre buckle. Attach the karabiner fixings, or tongue and buckles, to the wheelchair mainframe to create an angle of about 30-45° within the rear view zone, (Fig 3). (Some wheelchairs will indicate this tie-down position, Fig 4). Pull the webbing through the over-centre buckle until it is tight. With the free hand, begin to close the buckle. Once the webbing is retained, fully close the buckle using both hands, (Fig 5).
6. Re-secure the Velcro to prevent the loose end from becoming a trip hazard.
7. The occupant restraint must now be fitted - refer to pages 12-15.

#### Removing the wheelchair tie-down

1. Release the over-centre buckle on the rear strap, loosen the webbing and remove the karabiner or tongue & buckle arrangements from the wheelchair.
2. Pull the webbings, close the over-centre buckles and re-secure the Velcro.
3. Remove each rear combined restraint from the anchor by rotating the tie-down through 90° so that the raised protusion on the cleat is aligned with the indent on the floor anchors, (Fig 13). Slide off.  
**Note:** protrusion and indent are only applicable with spring loaded anchors, not with static anchors S10.
4. Pull the restraint away from the floor anchor and store safely.





Figure 2



Figure 4



Figure 14



Figure 5

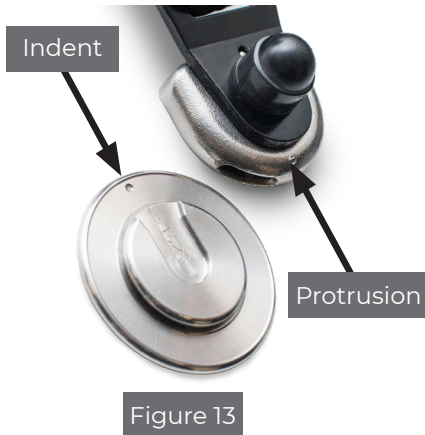


Figure 13

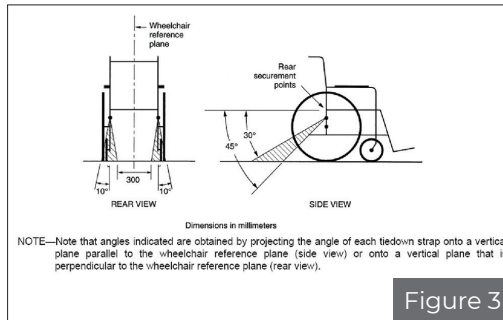


Figure 3

## After care

### Equipment storage and maintenance

- Store the restraint safely off the floor to avoid damage and ensure that it cannot become a projectile in an accident. This can be achieved by using a wall mounted storage bag such as SLR111.
- Regularly inspect the wheelchair restraint systems for damage, wear or malfunction. If any problems are identified replace it immediately.
- When not in use, keep loose occupant webbing ends connected to their corresponding buckle sleeves, etc, to prevent them from becoming trip hazards and from flailing around when the vehicle is in motion.
- All webbing and components can be cleaned as necessary, but care should be taken to prevent contamination of the webbings with polishes, oils and chemicals, particularly battery acid.
- To clean the straps use warm soapy water and a clean soft cloth. Rinse with clear water and allow to air dry. To disinfect, use a mild spray disinfectant and do not use products containing bleach.  
**Important: when cleaning or disinfecting, do not immerse or flood buckles, karabiner fittings or floor anchors in the disinfectant or water.**
- If the vehicle is involved in an accident when any restraints are deployed, remove them from service and replace immediately. If in doubt please contact BraunAbility.

### Warranty

BraunAbility products are extensively tested using BraunAbility anchorage systems, and our full warranty normally only applies to BraunAbility equipment when used with BraunAbility branded anchorages or as instructed. BraunAbility have also participated in test programs with other manufacturers anchorage products and will support warranty on the BraunAbility products when used in conjunction with such jointly tested systems. For further details on specific applications please contact the Sales Office. In other situations, using BraunAbility products, for which BraunAbility has not participated in a joint test program, a limited BraunAbility warranty will apply.

# Declaration of conformity

## Manufacturer /

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## Declares that the products /

OR09, OR10, OR11, ORS02

## Conforms to following directives standards and regulations /

214/2014/EU Paragraphs 2.3.1 and 2.3.2  
ISO 10542:2012  
RESNA WC-4 2012 Section 18  
R.107.06  
2007/46/EC

BraunAbility, Martock, 24<sup>th</sup> June 2019



Rob Butcher  
Director of Engineering



Accredited by URS as testing laboratory in accordance with ISO/IEC 17025:2005  
Quality system certified in accordance with ISO 9001:2008

Illustrations, descriptions and specifications in the user manual are based on current product information. BraunAbility UK Ltd reserves the right to make alterations without previous notice.

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