

baldertech

25.11.2025

Owner's Manual Balder Docking

BALDER

- Finesse
- Junior
- Liberty



Please note that due to variations or special requirements in the various markets, there may be additional information as appendices or included in the user guide.

For the visually impaired, this and other guides can be downloaded from our website and enlarged on a PC or other electronic aid.

1. TRANSPORT OF WHEELCHAIR AND USER IN CAR



DANGER

Ensure that the vehicle is suitably equipped to transport a passenger in a wheelchair, and ensure the method of access /egress is suitable for your wheelchair type.

The vehicle should have the floor strength to take the combined weight of the occupant, the wheelchair and accessories.

The wheelchair should be secured in a forward facing direction. This wheelchair is tested to ISO 7176-19, for use in road vehicles and meets the requirements for forward facing transport and head on collisions. The wheelchair has not been tested for other directions in a vehicle



DANGER

Any wheelchair-anchored occupant restraint, i.e. 3-point belt, harness or posture supports (lap belts, chest belts) shall not be used or considered as an occupant restraint in a moving vehicle, whether marked ISO 7176-19, SAE J2249 or otherwise. Use a vehicle-anchored and certified passenger safety system instead.

1.1. General occupant restraint Instructions

- Use a 3-point occupant restraint system to secure the occupant.
- Both pelvic and upper torso restraint belts must be used to restrain the occupant to reduce the possibility of head and chest impacts with the vehicle components.
- Occupant restraints should be mounted to the appropriate vehicle pillar.
- Use a suitable positioned headrest when being transported in a wheelchair.
- The seat of the wheelchair must be lowered into the lower position during transport.
- If the chair is equipped with forward and backward function, it should not be moved forward beyond the middle position.
- Wheelchair anchored postural supports (lap straps, lap belts) should not be used or relied on for occupant restraint in a moving vehicle.
- Occupant restraints should make full contact with the shoulder, chest and pelvis and pelvic belts should be positioned low on the pelvis near the thigh-abdominal junction (meeting the requirements specified in ISO 7176-19:2008).
- The upper torso restraint belt must fit over the midpoint of shoulder and across the chest as illustrated
- Restraint belts must be adjusted as tightly as possible consistent with user comfort.
- Restraint belt webbing must not be twisted when in use.
- Care should be taken when applying the occupant restraint to position the seatbelt buckle so that the release button will not be contacted by wheelchair components while driving or during a crash.
- Belt restraints must not be held away from the body by wheelchair components such as armrests or wheels.



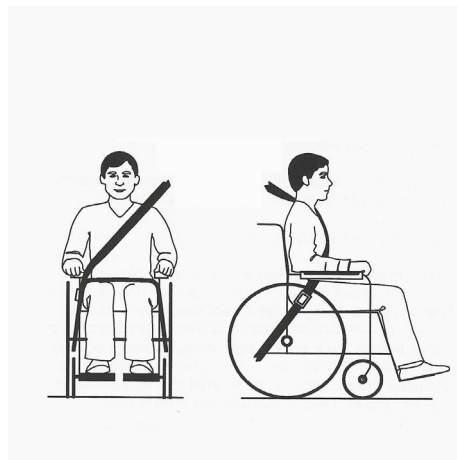
BELT RESTRAINT MUST NOT BE HELD AWAY FROM THE BODY BY WHEELCHAIR COMPONENTS SUCH AS ARMRESTS OR WHEELS.

BELT RESTRAINTS SHOULD MAKE FULL CONTACT WITH THE SHOULDER, CHEST AND PELVIS AND PELVIS BELTS SHOULD BE POSITIONED LOW ON THE PELVIS NEAR THE THIGH-ABDOMINAL JUNCTION.

Illustration of improper belt-restraint fit



Illustration of proper belt-restraint fit



1.2. Using a docking system (optional extra)



DANGER

The clamp down unit must be fitted by an approved installer and adjusted to suit the wheelchair in accordance with the description of fitting.



WARNING

Do not move the vehicle:

- Whilst the wheelchair is being maneuvered into position in the docking station.
- If the wheelchair and user are not correctly secured.
- If there are indications that the clamp down is not functioning normally.
- Before the user's seat belt is secured and tightened.



WARNING

Do not move vehicles until the wheelchair is in the correct position, this is indicated by a green light in the control panel on the chair.

NOTE

If you fail to get out of the clamp down unit, a flashing red light will be displayed for 90 seconds after five attempts and the clamp down unit will remain inactive for this period in order to prevent the release solenoid overheating. The clamp down unit will be ready for use again after 90 seconds.

NOTE

There is a manual release. It is located down at the back of the chair, push the lever down while releasing the chair using the joystick or do it manually.

Attaching the chair to the docking station

1. Roll the chair into the docking station (1).
2. When the chair is in the correct position, a green light (2) will appear in the car bracket panel.



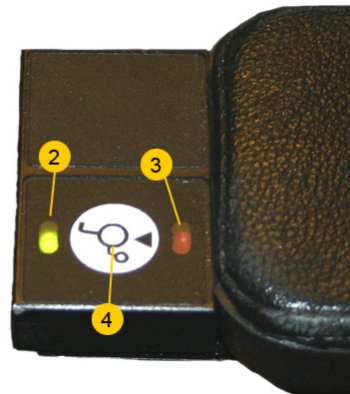
Removing the chair from the docking station

1. To remove the chair, hold down the switch (4) on the switch panel until a green light starts flashing (2).
2. Move your hand to the joystick. A red light comes on when the chair is released (3).
3. Remove the chair from the docking station within three seconds. The indicator lamp (2) goes out once the character is free of the docking station.

NOTE

If you do not remove the chair from the docking station within three seconds, or if you decide not to remove the chair, the chair will be locked back into the car bracket and the green light (2) will come on if the chair is in the correct position.

Repeat the process if necessary.

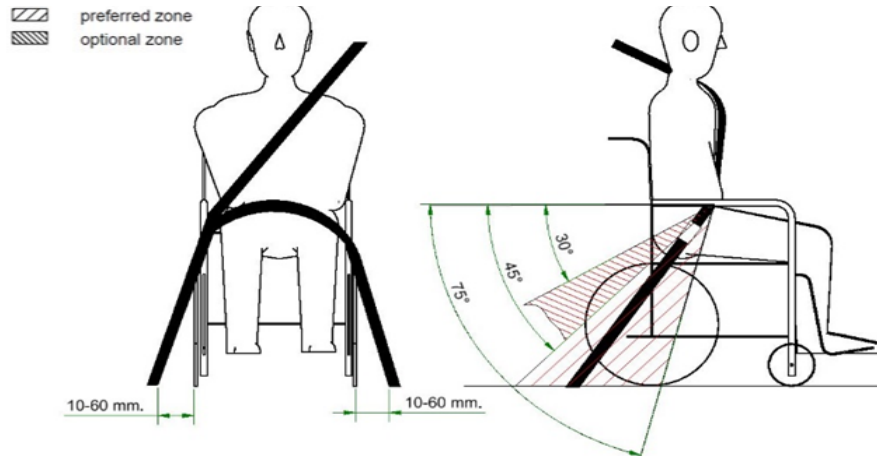




DANGER

Positioning the occupant restraint when using it with the Balder clamp down:

The floor anchorage points for the occupant restraint system should be located 10-60 mm outside wheels, on each side. The pelvic belt must be worn low across the front of the pelvis so that the angle of the pelvic belt is within the optional or preferred zone of 30° to 75° as shown. A steeper (greater) angle within the preferred zone, 45° to 75° is desirable i.e. closer to, but never exceeding 75° degrees.



Preferred and optional angles for location of the lap belt

Label serial number

Baldertech AS

Email : info@baldertech.com

Telephone : +47 32 11 11 00

www.baldertech.com

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