

WHEELCHAIR RESTRAINT & ACCESS EQUIPMENT

Method of Inspection	Reason For Rejection
<p>WHEELCHAIR RESTRAINTS Where applicable check condition and operation of wheelchair restraint.</p> <p>A system for the effective anchoring of wheelchairs shall be provided within the vehicle in all spaces designated as wheelchair spaces. The system and the devices used to secure a wheelchair to the vehicle shall comply with any current legislation.</p>	<p>A cut which causes the fibres to separate. Stitching badly frayed, insecure, incomplete or repaired.</p> <p>Wheelchair anchorage systems and devices does not meet current legislation.</p>
<p>PASSENGER RESTRAINT Where applicable check condition and operation of every wheelchair user passenger restraint.</p>	<p>A cut which causes the fibres to separate.</p> <p>Fluffing of fraying sufficient to obstruct correct operation of the belt or which has clearly weakened the webbing.</p> <p>Stitching badly frayed, insecure, incomplete or repaired.</p> <p>So dirty that it is likely to soil passengers' clothing.</p>
<p>WHEELCHAIR ACCESS & EQUIPMENT A vehicle shall be fitted with either of the following forms of wheelchair access equipment:</p> <p><u>Ramps</u> Check that appropriate ramps fitted are securely installed in the designated storage area. Examine for damage, deformity, sharp edges etc. and provision of anti-slip covering</p>	<p>Ramps missing, insecurely stored, damaged/deformed, anti-slip covering in poor condition or missing.</p>

Method of Inspection

Any purpose designed wheelchair access ramp that is carried must be lightweight and easy to deploy.

All new vehicles registered after **1 October 2010**, the installed ramp shall have visible reference to safe working load of 250 kgs and certified to BS 6109.

Wheelchair access equipment shall be fitted either into the rear or side access door of the vehicle. Where it is fitted to a side door this shall be the door situated on the near side of the vehicle, i.e. kerbside when stopped in a normal road.

The aperture of the door into which the access equipment is fitted shall have adequate clear headroom in its central third of at least 48 inches (1,220mm). The measurement shall be taken from the upper centre of the aperture to a point directly below on either, the upper face of the fully raised lift platform, or the upper face of the ramp fully deployed on level ground.

A locking mechanism shall be fitted that holds the access door in the open position whilst in use.

Wheelchair lift

A purpose designed wheelchair lift shall conform to the LOLER 98 Regulations. A report, confirming that the lifting equipment is safe to use, shall be presented at the time of the vehicle inspection. Vehicles presented for inspection with a wheel chair lift will require a valid LOLER certificate.

Ramp missing or incomplete or unable to be deployed.

The installed ramp does not have any visible reference to a maximum safe working load or certification to BS 6109.

Wheelchair access equipment is fitted to the off- side access door of the vehicle.

There is not clear headroom in the aperture within the central third of 48 inches (1,220mm).

No evidence of a suitable locking mechanism to hold the door open.

Vehicle not presented with a valid or current LOLER certificate. **(Note:** Passenger lifting equipment will need to be thoroughly examined and certificated by a competent person at least once every six months).

WHEELCHAIR RESTRAINT & ACCESS EQUIPMENT (Continued)

Method of Inspection	Reason for Rejection
<p><u>Tracking</u> Tracking rails must be correctly fitted and secured with suitable fasteners, and must be capable of meeting the strength requirements of M1 load.</p>	<ul style="list-style-type: none"> • Fasteners not fitted/missing • Fasteners not fitted to the extreme end hole positions. • Fasteners not fixed in countersunk holes with flush head finish. (see notes) • Excessive dirt/debris in track. <p>(NOTES: Some vehicle layouts may have problems using Low Profile rail with pre-drilled countersunk holes due to under floor obstructions, such as box sections or angle brackets. In these situations where a hole is “missed”, it is required to generate two new holes, one on either side of the original. It is critical that the installed rail is flat along its length and correctly positioned relative to any other rail lengths fitted in the vehicle floor. Elements within a pattern of rails must also be parallel to one another.</p>