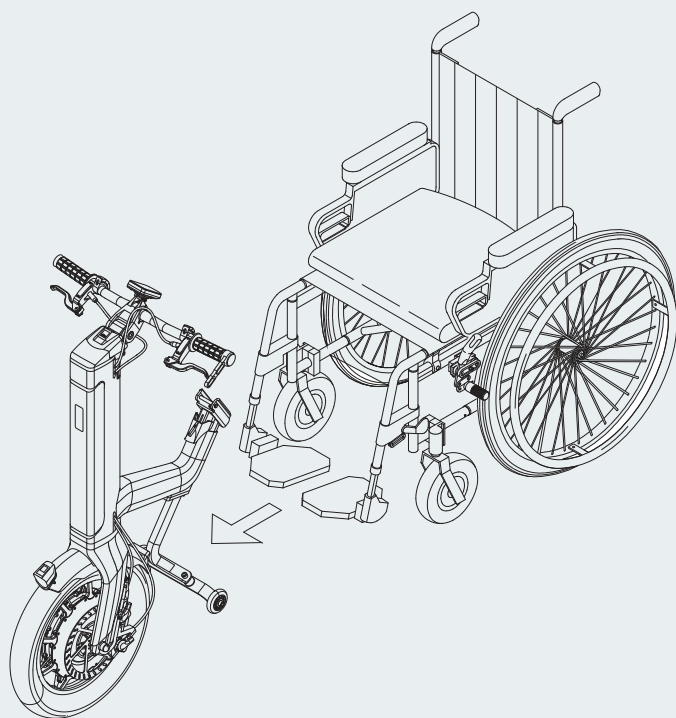


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Speed up your life

E-PILOT

Zuggerät für Rollstühle



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Service Center (Deutschland)

Montag bis Donnerstag von

8.00 - 18.00 Uhr

Freitag von

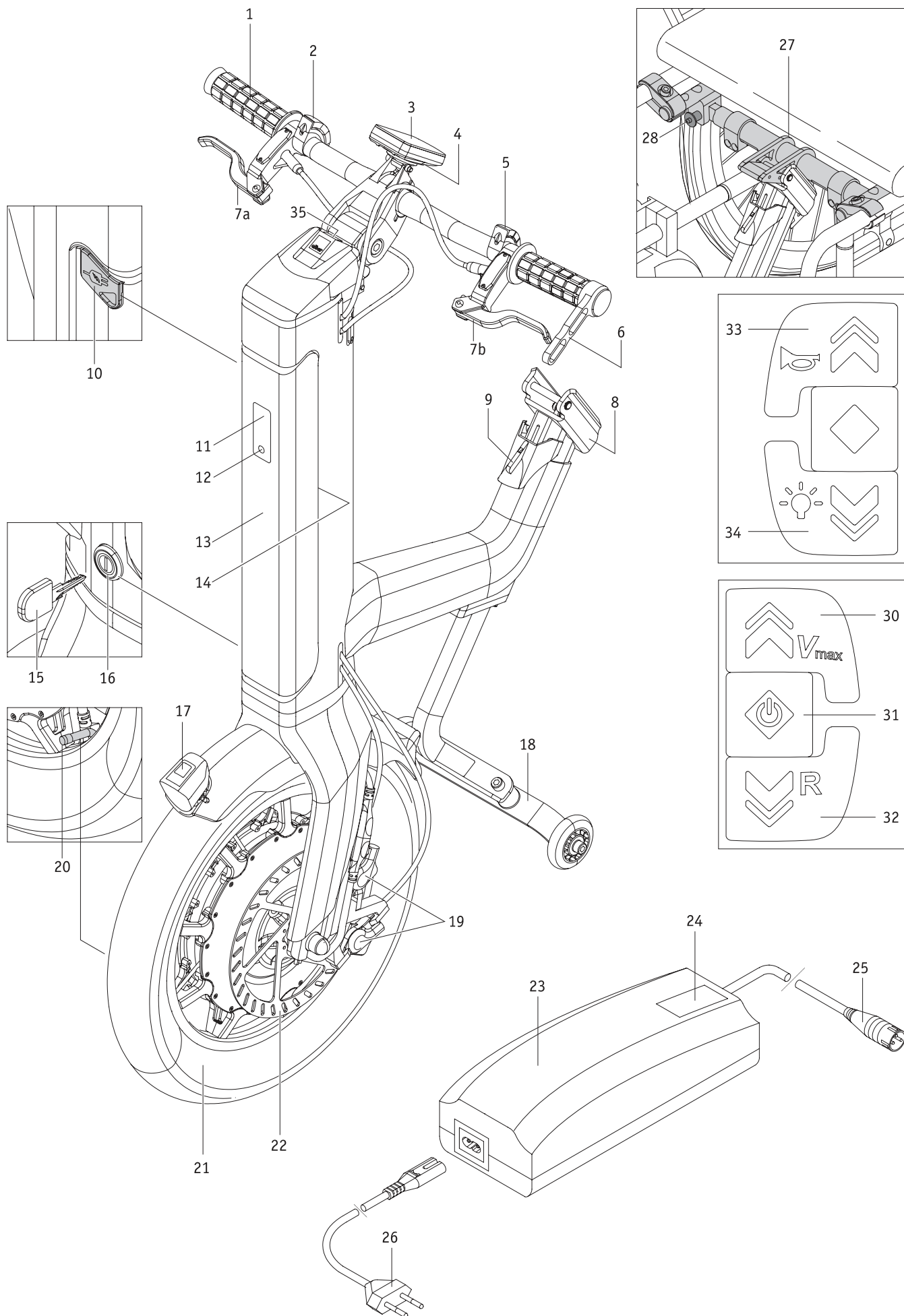
8.00 - 16.00 Uhr

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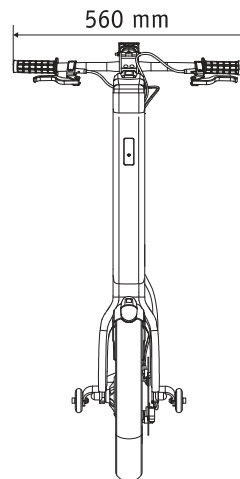
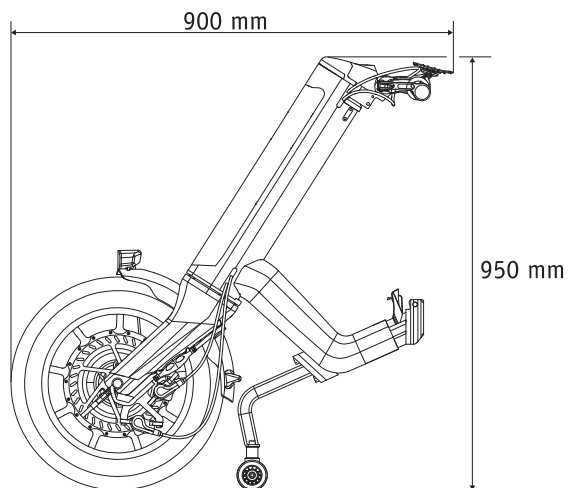
Telefon (0800) 9096-250

(gebührenfrei)

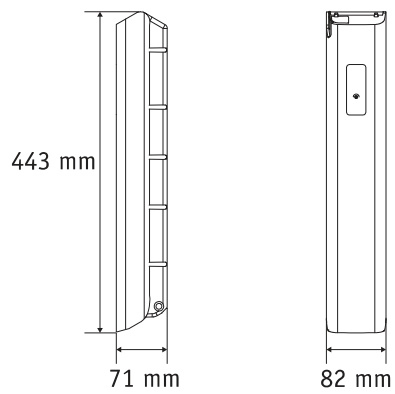




Abmessungen e-pilot



Abmessungen Akku-Pack



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Version: 2018-05-09

The latest applicable version of this operating manual is available for download on our website www.alber.de. If you require a version that is written in a larger font, contact the Alber Service Center.

1. Introduction

1.1 Intended purpose

The e-pilot is a medical device for active wheelchair users who are reliant on a manual wheelchair as a result of their disability. The e-pilot is an electrically driven towing device that is attached to a manual wheelchair, converting it into an electrically driven wheelchair, significantly increasing the wheelchair user's mobility and flexibility.

1.2 Important safety notes – please observe at all times

The e-pilot is a towing device for wheelchairs. For safety reasons, it must only be operated by persons who

- have been instructed in its handling,
- can move and coordinate both hands or arms without major restrictions,
- have the physical and mental ability to safely operate the wheelchair with the e-pilot attached to it in all possible situations (e.g. road traffic) and, in the event of the e-pilot failing to work, are able to brake the wheelchair and stop safely.

A one-to-one instruction session on handling and operating the device is included in the scope of delivery. Please contact your specialist dealer or Alber GmbH agent to arrange for a training session. The instruction is free of charge.

If you feel a little unsure about how to handle your e-pilot, please contact your specialist dealer for advice.

In the event of technical faults, please contact your specialist dealer or the Alber Service Center, telephone 0800 9096 250 (toll-free; only applies within the Federal Republic of Germany).

- When operating the e-pilot, observe the specifications of the wheelchair manufacturer (e.g. maximum slope, air pressure of tyres, the maximum speed etc.), and strictly adhere to the operating instructions of the wheelchair. Never exceed any of the specified limit values.
- We recommend refraining from using the e-pilot in locations that are exposed to strong electric fields.
- In rare cases, the operation of the e-pilot may interfere with other electrical devices such as anti-shoplifting barriers in department stores.
- You must not use the e-pilot on escalators or moving walkways.
- If carrying out sporting activities in the wheelchair, such as lifting weights or similar, remove the e-pilot from the wheelchair.
- Similarly, combining the e-pilot with accessories that have not been approved by Alber is also prohibited.



It is prohibited to start up the e-pilot before being instructed in how to use it.

Contact your authorised specialist dealer or Alber agent for this instruction.

Starting up the e-pilot before receiving instruction is contrary to the intended use and will, among other things, invalidate the warranty. Any use contrary to the intended use involves a risk of injury.



The requirements for the e-pilot user are stricter than the requirements for manual operation of the wheelchair; special attention must be paid and all the operating information included in this operating manual must be complied with.

1.3 Proper use of the e-pilot

The e-pilot is a medical device for active wheelchair users who are reliant on a manual wheelchair as a result of their disability. The e-pilot is an electrically driven towing device that is attached to a manual wheelchair, converting it into an electrically driven wheelchair, significantly increasing the wheelchair user's mobility and flexibility.

The e-pilot must always be used, transported, maintained and serviced as described in this operating manual. The e-pilot must only be fitted to and operated with wheelchairs that are listed in Alber's mounting database.

The selection is made by the specialist dealer or by Alber itself.

1.4 Handling instructions

Do not attach any parts other than the accessories that have been approved for use by Alber. Do not make any technical modifications to the e-pilot or its accessory parts.

The e-pilot must only be operated under the following conditions:

- Full compliance with the information, instructions and recommendations contained in this operating manual
- Observe the information on travelling with the e-pilot, as well as the safety and hazard information in chapter 6.
- The e-pilot is only operated by a person who has been instructed in its use
- No technical modifications have been made to the e-pilot by the user or by any third party.

An instructed person is a person who has been instructed in the operation of the e-pilot and in his/her tasks and who has been made aware of the possible hazards associated with improper use of the device. In the case of the e-pilot, this is the user of the wheelchair to which the e-pilot is fitted. The instruction session is provided by the authorised specialist dealer or by an agent of Alber GmbH. It is strictly prohibited for any uninstructed or unqualified persons to use the e-pilot.

The e-pilot must not be used for any purpose that contravenes the intended use of the device. This particularly applies to all types of load transportation such as transporting household objects or additional people in the wheelchair.
It is also forbidden to use the e-pilot as a drive for any type of mobile object, device, machine or means of transport (e.g. converted bicycles or scooters).
Proper use includes complying with the information specified in this operating manual on carrying out maintenance work and observing and adhering to the safety precautions and hazard information for driving.

Alber GmbH deems the following cases to be contrary to the intended use of the e-pilot:

- Use of the device that contravenes the instructions and recommendations in this operating manual
- Exceeding the technical limits laid down in this operating manual
- Technical modifications to the device
- Attachment and/or use of parts and accessories that have not been supplied or approved by Alber GmbH.



Alber GmbH excludes any liability for damage caused by use contrary to the intended purpose of the e-pilot and its accessory parts, by handling of the e-pilot and its accessory parts by a person who has not been instructed, by use of the e-pilot and its accessory parts contrary to the instructions and specifically the safety and hazard information in this operating manual, or by exceeding the technical limits laid down in this operating manual on the part of the user or third parties.



Before using the e-pilot, carefully read all safety and hazard information contained in the individual chapters of this operating manual.

1.5 Signs and symbols

Important tips and information are identified in this operating manual as follows:



Indicates tips and special information.



Warning against possible hazards to your safety and health, and indication of possible injury risks. Warning against possible technical problems or damage.

Observe these indications and warnings at all times to avoid injury to people and damage to the product.
Information in this operating manual, such as “in front”, “behind”, “left”, right” etc. refers to the position from the point of view of the wheelchair user.

The symbols used on the labels (see chapter 13) and in some parts of this operating manual are explained in the following.



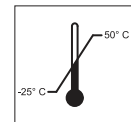
The e-pilot and corresponding off-board charger comply with the applicable sections of standard EN 12184 for electric wheelchairs and meet the currently applicable EC directive for medical devices, 93/42/EEC. The e-pilot is a Class I medical device.



For information on how to dispose of the e-pilot and its components, see chapter 7.4.



Protect the device from moisture.



Indicates the temperature range in which the e-pilot or battery pack can be used.



Important, observe accompanying documents.



Maximum weight of person that the e-pilot can accept as its load capacity: 100 kg



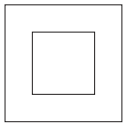
Specification of the manufacturing date on the system label



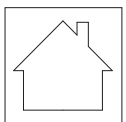
Name and address of the device manufacturer (see reverse of this operating manual)



Hazardous goods labelling (class 9) on the battery pack box
See chapter 3.5.8.



Protective insulation / appliance class 2



Do not use outdoors

1.6 Permissible conditions of use/locations of operation

- Observe the permissible conditions of use of the wheelchair to which the e-pilot is attached (see wheelchair operating manual).
- In addition to observing the information provided on the e-pilot, it is also imperative to observe the information provided by the wheelchair manufacturer (e.g. maximum gradeability, maximum permissible height of obstacles, maximum user weight, maximum speed etc.). The lowest values always apply.
- Any limits regarding the operation of the wheelchair (e.g. maximum gradeability, maximum permissible height of obstacles, maximum user weight etc.) must also be observed when using the e-pilot.
- The e-pilot must only be used at temperatures between -25 °C and +50 °C. Therefore, do not expose the e-pilot to any heat sources (such as intense sunlight) as this may cause surfaces to reach high temperatures.
- Avoid using the wheelchair on soft ground (e.g. loose chipping, sand, mud, snow, ice or deep puddles).
- Particularly observe the safety instructions and hazard information from chapter 3.



When not in use, do not expose your e-pilot to strong sunlight for long periods of time. This could cause the motor to heat up and in an extreme case, not be able to operate at full power. Plastic parts also age quicker under intense sunlight.

1.7 Standard scope of delivery

- e-pilot towing device
- Display
- Battery pack with key
- Charger
- This operating manual
- Operating instructions for charger

A special bracket must be present on the wheelchair in order to attach the e-pilot. If it is not present, please contact your specialist dealer or an Alber agent.

1.8 Optional accessories

- Front base support
- Rear base support
- Shopping bag
- Bottle holder
- Vario support
- Compact bag
- Rear light for push handles
- Supernova E3 pure light
- Manual rear wheels, complete (pair), reinforced
- Rear mirror
- Handrest for throttle handle (operating aid)

We recommend using only original accessories supplied by Alber.

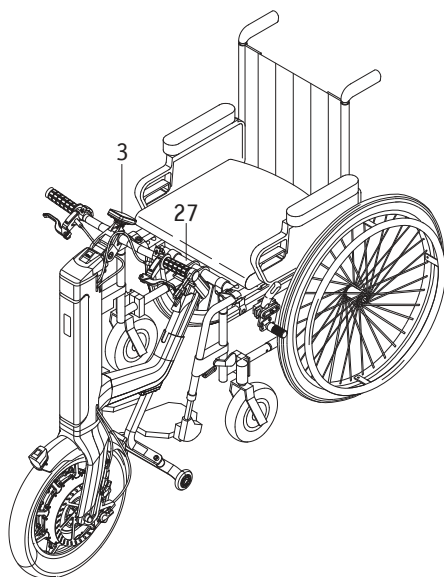
The e-pilot is designed in such a way that it performs best when using Alber original accessories. Alber GmbH shall not be liable for damage to the product or accidents (e.g. fires) caused by a malfunction of non-original accessories or spare parts. The warranty does not cover repairs for damage caused by malfunction of non-original accessories. Alber GmbH will, however, carry out such repairs for you at a charge.

1.9 The main elements at a glance

(please see overview drawing in the cover)

e-pilot

Throttle handle	1	Light	17
Button (several functions)	2	Stand	18
Display	3	Brakes (activated by brake lever 7a/7b)	19
Holder for display	4	Valve	20
Button for light and horn	5	Wheel	21
Locking mechanism for brake lever	6	Brake disc	22
Brake lever (right)	7a	USB charger socket	35
Brake lever (left)	7b		
Mount for bracket	8	Charger	
Release flap	9	Charger	23
Charger socket (with cover)	10	Display	24
Display (capacity display)	11	Charging plug	25
Info button	12	Mains plug	26
Battery pack	13		
Mount for battery pack	14	Wheelchair	
Key to lock battery	15	Bracket	27
Battery lock	16	Quickpin	28
		Releasing the quickpin	29



2. Commissioning

The e-pilot and any accessories you ordered will be fitted to your wheelchair by Alber or your specialist dealer and delivered so that they are ready for operation. There is therefore a bracket [27] on the underside of your wheelchair, with which the e-pilot can be connected to your wheelchair (see chapter 2.1).

On delivery of your e-pilot, your specialist dealer or an Alber agent will show you how to operate the system and how any accessories you ordered function. You will also be given this operating manual which, in addition to the technical information, also contains important driving instructions.

The display [3] of the e-pilot is set to English in the factory and it can be altered to the language of your choice by yourself or your specialist dealer (see chapter 4.3.4).

Due to the applicable transport regulations, the battery pack is only charged to a maximum of 30 percent on delivery. You should therefore charge it fully before using it for the first time (see chapter 3.5).



Before putting the e-pilot into operation, read this operating manual, and all the safety instructions and warning information in particular, as well as the documents included with the charger and the battery pack. If you have any questions, please contact your specialist dealer.



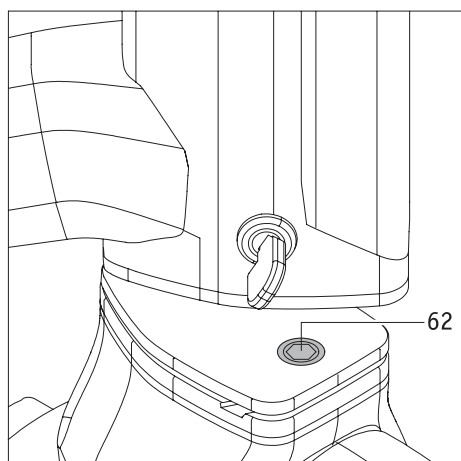
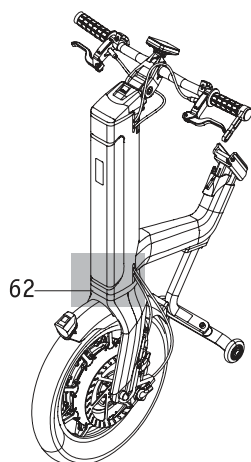
The bracket [27] must be attached to the wheelchair by Alber or its authorised specialist dealers.



Regularly check the bracket [27] to ensure that it is firmly screwed onto the wheelchair. If a screw connection has become loose, contact your authorised specialist dealer to have it retightened.



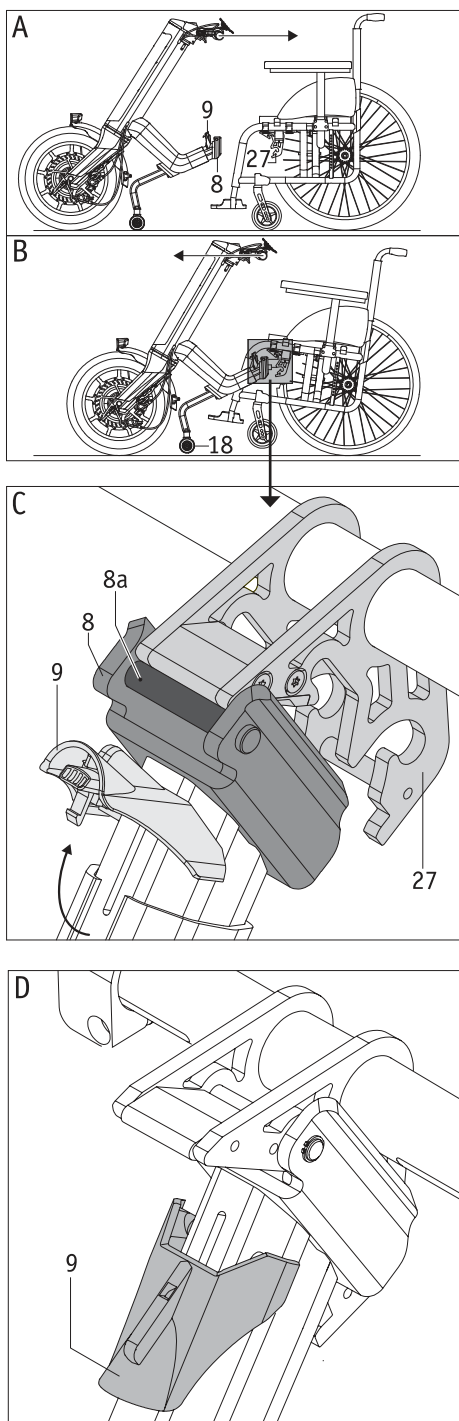
At regular intervals, check that the brakes on the e-pilot and on your wheelchair are fully functional. If the brakes are not in perfect working order, the e-pilot must not be put into operation.



Important information for persons with a pacemaker



There is a magnet [62] on the fork of the wheel. Persons with a pacemaker should not bring it closer than 20 centimetres to this device, in order to avoid possible malfunctions and resultant harm to health.



2.1. Connecting the e-pilot to a wheelchair

To connect the e-pilot to the wheelchair, proceed as follows:

- Apply the parking brakes of the wheelchair.
- Make sure that the e-pilot is not switched on. The following steps may only be carried out with the e-pilot switched off.
- If necessary: Open the release flap [9] on the e-pilot by pulling it upward (see diagram C).
- Hold the handles of the e-pilot and pull it straight towards you (diagram A) until the cross rod [8a] in the mount [8] is directly in contact with the bracket [27] on the wheelchair (see diagram C).
- Now continue to pull the e-pilot towards you. If this action is carried out correctly, you will hear an audible “click” as soon as the two brackets [8 and 27] are in contact.
- During this procedure, you will notice that the wheel [21] of the e-pilot first lifts up slightly and then lowers back to the ground when the two brackets engage.
- Lean back and push the e-pilot away from you on the handles (see diagram B). The castors on your wheelchair and the stand of the e-pilot are lifted slightly and the two brackets [8 and 27] connect firmly to each other. The release flap [9] also swivels down automatically and snaps into place, thereby locking the mechanism (see diagram D).
- **If the release flap [9] does not automatically swivel down: Manually push the release flap [9] down and make sure that it snaps into place (see diagram D).**
- Check that the wheelchair and e-pilot are firmly connected to each other. It should no longer be possible to push the e-pilot away from the wheelchair.
- Once the e-pilot is correctly connected to the wheelchair, you can release the wheelchair’s parking brakes and begin moving.



To connect the e-pilot, it must be switched off. Never connect the e-pilot when it is switched on.



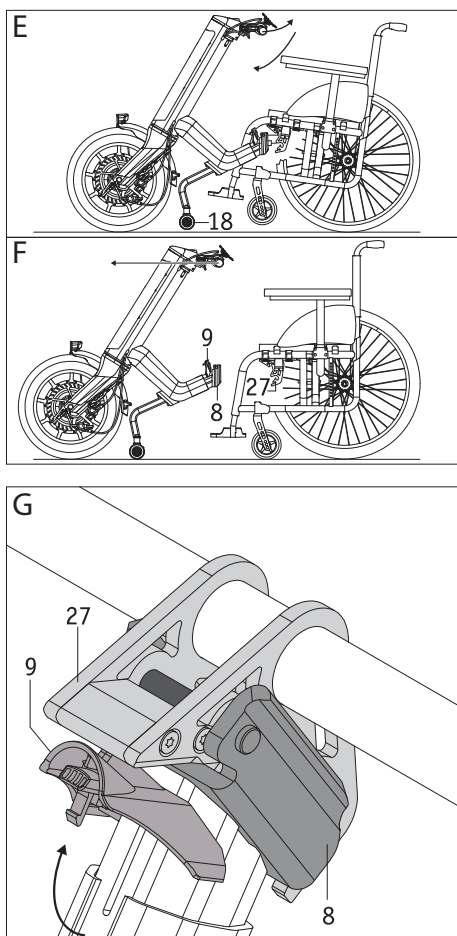
Always perform the connection in full and with your complete attention, without any interruptions (e.g. phone calls, conversations with other people etc.).



If the release flap [9] does not automatically swivel down during the connection (diagram D), you should contact your specialist dealer and have the position of the bracket [27] checked.



Travelling with the e-pilot is only permitted with the release flap [9] closed (swivelled down and snapped into place – see diagram D).



2.2. Disconnecting the e-pilot from a wheelchair

To disconnect the e-pilot from the wheelchair, proceed as follows:

- Apply the parking brakes of the wheelchair.
- Make sure that the e-pilot is not switched on. The following steps may only be carried out with the e-pilot switched off.
- Swivel the release flap [9] of the e-pilot upward (see diagram G).
- Push the e-pilot forwards away from you until you hear an audible click.
- Now pull the e-pilot towards you until the castors of your wheelchair are in contact with the ground.
- Push the e-pilot down and slightly forwards. The two brackets [8 and 27] disconnect; at the same time, the castors of the wheelchair are lowered to the ground.
- The wheelchair and e-pilot can now be set down; you should engage the brakes of the e-pilot (see chapter 2.7) to prevent it from rolling away.



To disconnect the e-pilot, it must be switched off. Never disconnect the e-pilot when it is switched on.

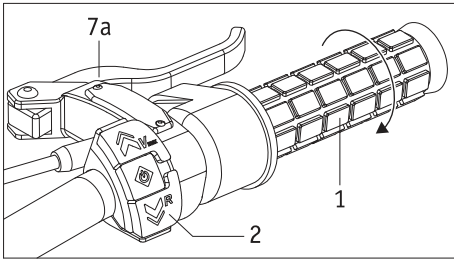


Always perform the disconnection in full and with your complete attention, without any interruptions (e.g. phone calls, conversations with other people etc.).



Once the release flap [9] has been swivelled up, the mechanical connections between the e-pilot and the wheelchair (mount [8] and bracket [27]) are released. In this state, a small push is enough to completely disconnect the two components.

It is therefore expressly forbidden to travel using the e-pilot once the release flap [9] has been swivelled up.



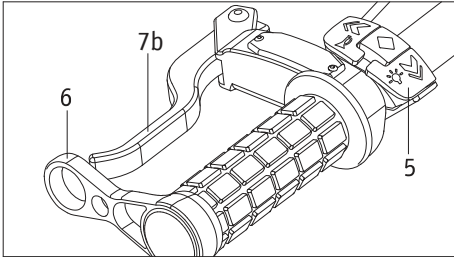
2.3 Control elements on the handlebar

From the wheelchair user's perspective, you will find on the right side of the handlebar:

- The throttle handle [1]
- The button [2] for on/off, forwards travel, reverse, preselecting the maximum speed and menu control
- The brake lever [7a] for one of the brakes [19]

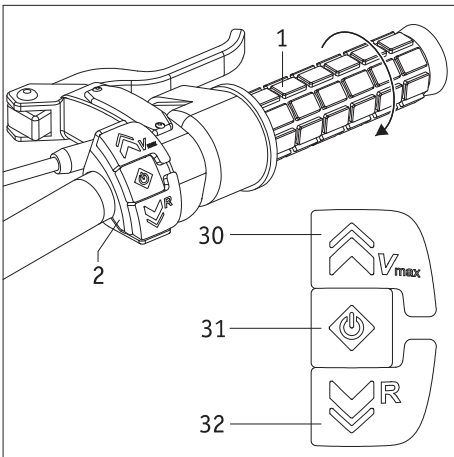
You will find on the left side of the handlebar:

- The button [5] for light and horn
- The brake lever [7b] for the second brake [19]
- The locking mechanism [6] for the brake lever [7b]



Apart from the two brake levers [7a, 7b], the battery pack must be switched on in order to use the control elements (see chapter 3.4).

The functions of the individual control elements are described in the following chapters.



2.4 Button for on/off and reverse

The control elements of button [2] have several functions.

With the battery pack switched on and the e-pilot switched off

- Button [2] has no function when the e-pilot is switched off.
- Pressing button [31] switches the e-pilot on. On the display [3], certain parameters are queried one after the other (see also chapter 4.3).



During the switching-on procedure and the querying, do not press either button [30] or button [32], and do not activate the throttle handle [1]. This could result in a safety shutdown.

With the e-pilot switched on and in idle

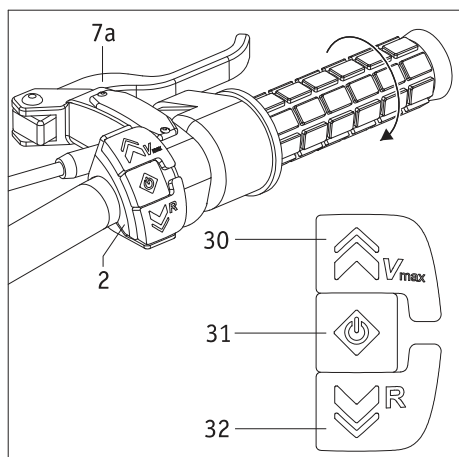
- The driving screen appears continuously on the display [3], informing you of various parameters (see chapter 4.3.2).
- You can select the maximum speed to be travelled using button [30] only (see chapter 4.3.3). **Never use button [32] to select the speed as this button activates reverse travel!**
- When you turn the throttle handle [1], the e-pilot always moves forwards. To travel in reverse, you have to let go of the throttle handle [1] and press button [32] instead. The device continues reversing until you release button [32].
- Pressing button [31] for about three seconds switches the driving screen to the menu. You navigate through the menu with buttons [30] and [32]. For more information about the menu parameters, see chapter 4.3.4.
- If the e-pilot is not used for one hour, the system automatically switches off. If you want to put the e-pilot back into operation, press button [31] again.

During travel

- You can also preselect the maximum speed to be travelled by pressing button [30] while travelling (see chapter 4.3.3).
- To reverse, you first have to bring the e-pilot to a standstill.



Only use button [30] to preselect the maximum speed. Never use button [32] to select the speed as this button activates reverse travel! In this case, there is a risk of the e-pilot switching the direction of travel in an uncontrolled manner, causing injuries.



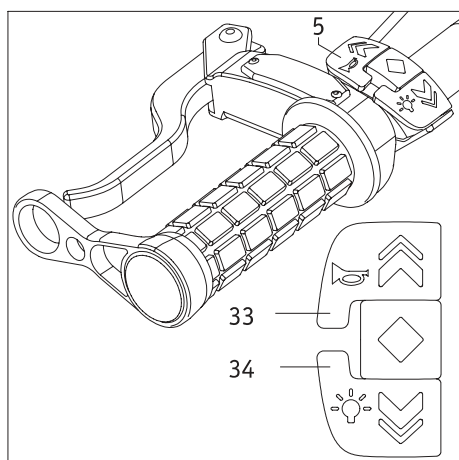
2.5 Throttle handle

Driving mode is operated using the control elements on the right side of the handlebar.

- Press button [31] on button [2] for approximately two seconds. Do not activate the throttle handle [1] when doing this.
- The e-pilot is now switched on and the preselected driving mode (see chapter 4.3.4 Driving mode) is shown on the display [3].
- Turn the throttle handle [1] clockwise and travel begins.



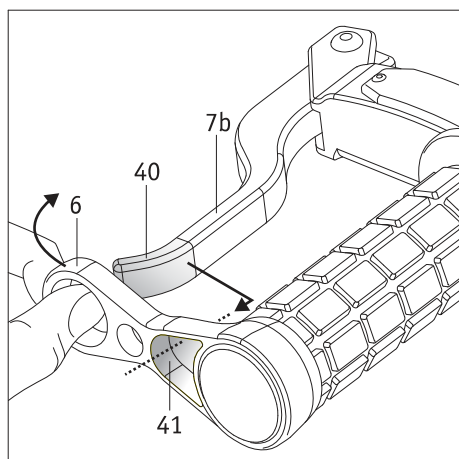
Before travelling with the e-pilot for the first time, read the travel information, as well as the safety and hazard information (all in chapter 6).



2.6 Button for warning signal and light

Button [5] has two functions, which can be activated when the e-pilot is at a standstill (and the battery pack [13] is switched on), or during travel.

- Pressing button [33] emits a warning signal. If release the button, the warning signal stops.
- Pressing button [34] switches the light [17] on or off.
Note the additional information in chapter 9, as there is an additional button on the light to switch it on and off.



2.7 Brake lever

The wheel [1] of the e-pilot is not automatically locked when the e-pilot is at a standstill and it can move freely. To prevent the e-pilot and the attached wheelchair from inadvertently rolling away, you should activate the brakes on the wheel using the brake levers [7a on the right side of the handlebar and 7b on the left] when at a standstill.

Locking the brake lever

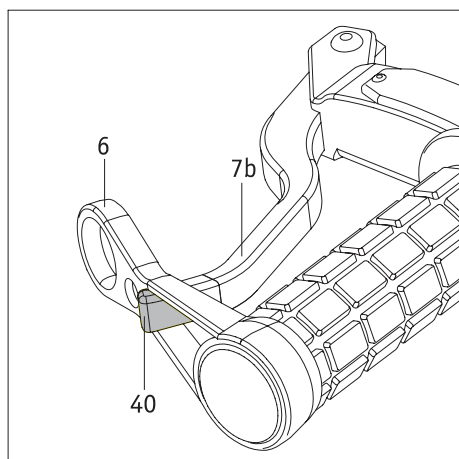
If you are going to be at a standstill for a longer period of time, you can use the locking mechanism [6] on the brake lever [7b] on the left side of the handlebar to permanently engage the brake lever.

- With your thumb, push the locking mechanism [6] forwards.
- Push the opening [41] over the end [40] of the brake lever.
- If the end [40] of the brake lever is completely inside the opening [41], you can gently (not suddenly!) release the locking mechanism [6]. This pulls the brake lever towards the handle, automatically activating the brake [19] on the wheel.
- Also apply the brakes on your wheelchair.

Your wheelchair and the e-pilot are now secured against inadvertently rolling away.

Releasing the brake lever

- With your thumb, push the locking mechanism [6] forwards.
- Pull the opening [41] off the end of the brake lever [7a] so that the lever is unobstructed and the brake is released.
- Only release the brakes on your wheelchair after you have done this.



2.8 Safety note on locking and releasing the brakes on inclines and gradients

Whenever possible, avoid stopping on inclines and gradients.

If you have no choice but to stop on a slope, take particular care to prevent inadvertent rolling of the e-pilot and wheelchair. In these situations, note the following safety instructions.

Brief stop

- Use both brake levers [7a/7b] to brake the e-pilot to a standstill and then do not release the brake levers after coming to a standstill. This way, the brakes [19] remain activated.
- To start up again after stopping, you should slowly release the brake lever [7b] on the left of the handlebar while simultaneously turning the throttle handle [1] to start travel.

Longer stop

- Use both brake levers [7a/7b] to brake the e-pilot to a standstill.
- Keep one of the two brake levers [7a or 7b] applied and apply the brakes on your wheelchair.
- Once you have applied the brakes on your wheelchair:
Lock the brake lever [7b] on the left of the handlebar, as described in chapter 2.7.

Starting up after a longer stop

- Release the brakes on your wheelchair.
- First pull on brake lever [7a] and then release the locking mechanism on brake lever [7b].
- Manually apply brake lever [7b].
- Now slowly release brake lever [7b] while simultaneously turning the throttle handle [1] to start travel.



In general, whenever you stop for a longer period of time, you should lock brake lever [7b] and apply the brakes on your wheelchair.

This is particularly true when on inclines and gradients.

This reduces the risk of inadvertently rolling away.



If stopping for a longer period of time on a slope:

If possible, position the e-pilot and wheelchair at right angles to the incline or gradient and apply all the brakes.



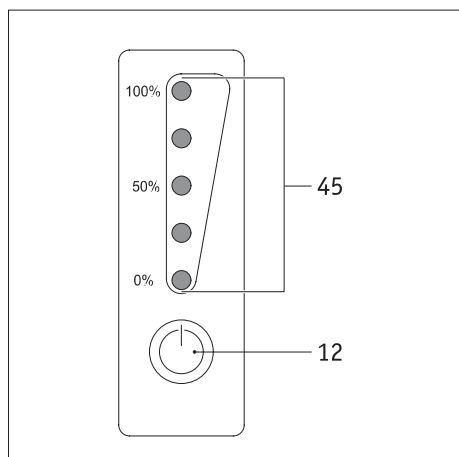
If the e-pilot is no longer attached to the wheelchair, lock the brake with brake lever [7b].

3. Battery pack

Before starting up the e-pilot and before charging the battery pack, read and observe the general information and instructions and the safety instructions and precautions in chapters 3.5.4 to 3.5.6. Failure to comply with the safety precautions and instructions may damage the product or result in electric shock, fire and/or serious injuries. The lithium-ion battery pack contains chemical substances that may cause hazardous reactions if the safety instructions specified here are disregarded. Alber GmbH cannot be held liable for damage caused by non-compliance with the general information and safety instructions.



Due to the applicable transport regulations, the battery pack is only charged to a maximum of 30 percent on delivery. You should therefore charge it fully before using it for the first time (see chapter 3.5).



3.1 Displays on the battery pack

The display with button [12] and the LED display [45] are located on the front of the battery pack.

Button [12]

Button [12] includes the functions

- “Wake up” battery pack (see chapter 3.4)
- Display the battery pack’s residual capacity (as described below)

Capacity of battery pack

The LED display [45] can show the current residual capacity of the battery.

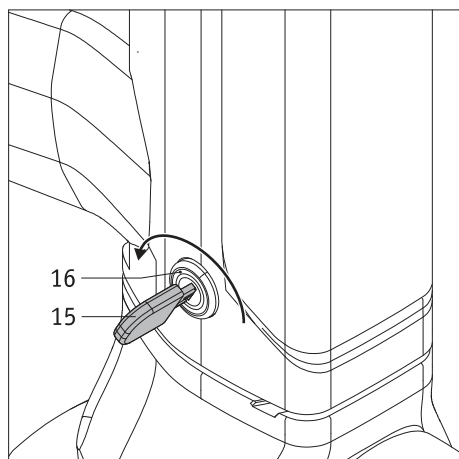
Activate the display by pressing button [12].

The following indications mean:

- 5 LEDs light up – the battery pack is charged to 100%.
- 4 LEDs light up – 80 to 99% residual capacity available
- 3 LEDs light up – 60 to 79% residual capacity available
- 2 LEDs light up – 40 to 59% residual capacity available
- 1 LED lights up – 20 to 39% residual capacity available
- 1 LED flashes – maximum 19% residual capacity available

We strongly recommend that you do not cover expansive distances without previously charging the battery pack.

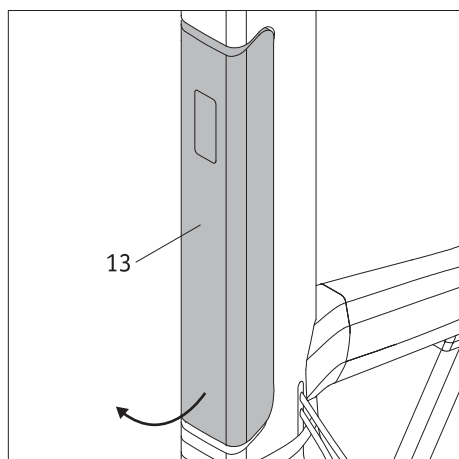
The capacity of the battery pack is also shown on the display [3] on the handlebar of the e-pilot.

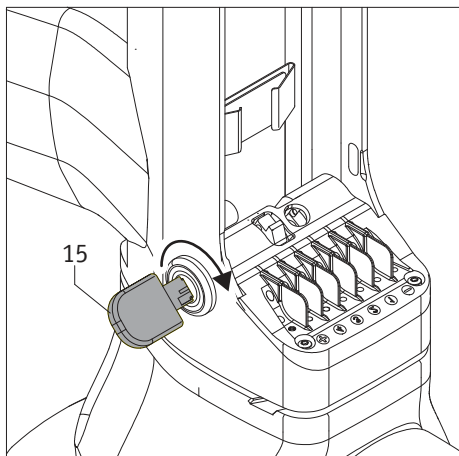


3.2 Removing the battery pack

In general, the battery pack [13] remains on the e-pilot at all times. However, if you need to remove it (for example for transportation), proceed as follows.

- Insert the key [15] into the battery lock [16].
- Release the battery lock [16] by turning the key [15] backwards (towards the driver).
- First swivel the bottom end of the battery pack [13] out of the mount [14] and then pull it down and completely out.
- Set down the battery pack [13] in a suitable location (see also the relevant information in chapter 3.5.7).
- Turn the key [15] slightly forwards again (away from the driver) and pull it out.



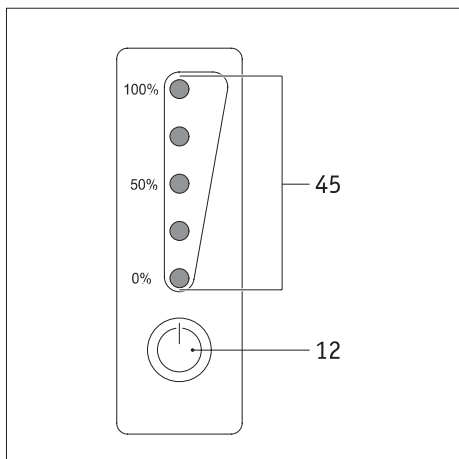
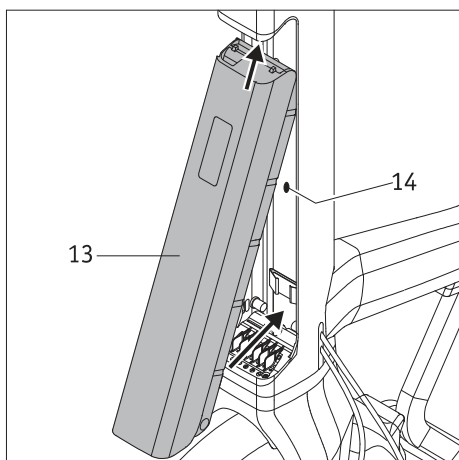


3.3 Inserting the battery pack

If you have removed the battery pack [13], you have to insert it back into the battery holder [14] before starting up the e-pilot.

- Turn the key [15] forwards.
- Slide the battery pack [13] at an angle upwards into the battery holder [14], as shown in the diagram here. Then swivel the bottom end into the battery holder [14]. The battery pack must snap audibly into place.
- If the battery holder has not snapped into place correctly:
Check that the key [15] has been turned forwards and push on the battery pack again forcefully until it snaps into the battery holder [14].
- It must no longer be possible to remove the battery pack from the battery holder [14].
- We recommend removing the key [15] from the battery lock [16] to prevent undesired removal of the battery pack (e.g. theft).

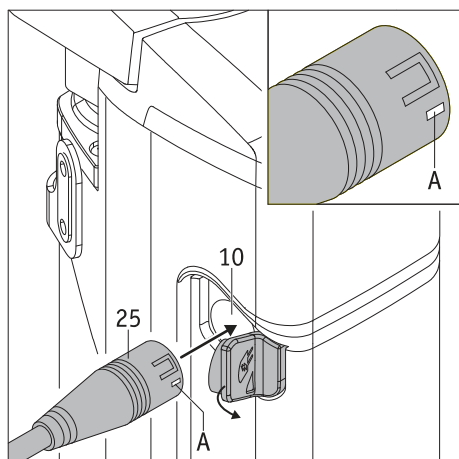
These few steps mean that your e-pilot is once again ready for use.



3.4 Switching on the battery pack

If the e-pilot is not in operation for more than 24 hours, the battery pack automatically switches to sleep mode to save energy. To activate it again, briefly press the info button [12] on the battery pack's display.

- When the battery pack is activated, the LEDs [45] indicate the current charge status.
- If none of the LEDs [45] lights up, the battery pack has to be charged (see chapter 3.5)



3.5 Charging the battery pack

The battery can be charged with the battery pack attached to the e-pilot or when it has been removed from the e-pilot.

Before charging the battery pack [13], read the information on the charging process in chapters 3.5.4 to 3.5.6 and then carry out the charging process as described in the instructions and information in the separate, enclosed operating manual for the charger.

3.5.1 Connecting the charging plug to the battery pack

- Pull the rubber cover off the charger socket [10].
- Insert the charging plug [25] into the charger socket [10]. The white marking on the charging plug (position [A] in the diagram here) should be facing forward.
- Carry out the charging process.
- After charging, disconnect the charging plug [25] from the charger socket [10] and disconnect the mains plug [26] from the mains socket.
- Replace the rubber cover on the charger socket [10].

3.5.2 Displaying the charge status

The five LEDs on the LED display [45] indicate the charge status of the battery pack once the charging process begins. Each LED corresponds to about 20% capacity.

If the battery charge is under 19%, the first LED flashes. When the battery is fully charged, all five LEDs light up.

LEDs	Battery capacity
☀ ○ ○ ○ ○	0 - 19 %
● ☀ ○ ○ ○	20 - 39 %
● ● ☀ ○ ○	40 - 59 %
● ● ● ☀ ○	60 - 79 %
● ● ● ● ☀	80 - 99 %
● ● ● ● ●	100 %

3.5.3 Fault indication during charging

If a fault occurs during the charging process, the red LED flashes on the charger [23] and the green LED is out. Check the following:

- The mains plug [26] for the charger must be connected properly to a live mains socket
- The charging plug [25] for the charger must be connected properly to the battery pack

If charging is still not possible and the red LED on the charger is still flashing, there is a serious fault. End the charging process and contact your specialist dealer without delay.



During the charging process, the e-pilot can be switched on, but travel is not possible.



If the battery pack is on the e-pilot during charging, switch off the system before starting the charging process. The e-pilot must also be secured against inadvertently rolling away by applying the locking mechanism [6] to the brake lever [7b] and the wheelchair must be secured by applying the parking brakes.



If the e-pilot is not used for a longer period of time (more than one day) the battery pack should not remain on the charger the whole time. In general, check the charge status of the battery pack before using the device. The battery pack should be fully charged at the start of your trip.



Always recharge the battery pack fully. Only interrupt the charging process in an emergency.

3.5.4 General information on charging the battery pack

- Do not charge the battery pack in the presence or vicinity of flammable liquids or gases.
- In the (unlikely) event of the battery pack overheating or catching on fire, you must ensure that the battery does not come into contact with water or other liquids. The only suitable extinguishing agent that is recommended by the battery manufacturers is sand.
- Do not carry out the charging process in rooms where moisture may affect the battery pack.
- Carry out the charging process with the wheelchair in a location that has at least twice the space required by the wheelchair itself and that provides sufficient ventilation, in order to avoid the danger of flammable gas accumulating.
- Explosive gases may form during charging. Keep the wheelchair and charger away from sources of ignition, such as flames and sparks.
- Never charge the battery pack at temperatures under 0 °C or over 45 °C.

3.5.5 Safety instructions for the charger and charging process

- Switch off the system before starting the charging process. If the battery pack is charged directly on the e-pilot, the e-pilot (and the wheelchair, if attached) should be secured using the brakes to prevent it inadvertently rolling away.
- Only use the enclosed charger to charge the battery pack. The charging process ends automatically when the battery pack is fully charged. Overcharging is therefore not possible.
- Do not use any other charger than the one supplied by Alber.
- Do not charge any other batteries with the charger; only charge the e-pilot battery pack.
- If the e-pilot is not used for a longer period of time (more than one day) the charger should not remain on the e-pilot the whole time. Disconnect the charger from the battery pack first before disconnecting it from the mains socket.
- Do not expose the charger to moisture of any kind during charging (water, rain water, snow, etc.).
- Be aware of condensation. If the charger is brought from a cold area into a warm room, condensation may occur on and in the device. In this case, refrain from using the charger until all condensation has dissipated. Please note that this may take several hours.
- Do not carry out the charging process in rooms where moisture may affect the charger.
- Never carry the charger by its power cable or the charger cables.
- Never tug at the power cable to disconnect the charger from the mains socket.
- Lay the mains cable and charging cable so that no-one can tread on them or trip over them. Do not expose the two cables to any other harmful influences or stresses.
- Do not operate the charger if the power cable, the charging cable or the plugs attached to the cables are damaged. Damaged parts must be replaced immediately by a specialist dealer that has been authorised by Alber.
- Do not use or disassemble the charger if it has received a hard blow or was dropped or damaged in some other way. Take the damaged charger to a specialist dealer that has been authorised by Alber to perform repairs.
- The charger must not be used by young children.
- The charger is designed to operate only with mains alternating voltage of 207 V to 264 V.
- Never attempt to disassemble or modify the charger.
- Do not cover the charger during the charging process or place any objects on top of the device.
- Never subject cable and plug to any pressure. Overstretching or bending the cable, pinching cables between a wall and a window frame or placing heavy objects on a cable or a plug may result in electric shock or fire.
- Never connect the two terminals of the charging cable to any metal objects.
- Ensure that the mains plug is firmly inserted in the socket.
- Do not touch the mains plug or the charging cable plug with wet hands.
- Do not use the plug of the charger and/or the mains plug if they are wet or dirty. Before inserting them, clean the plugs using a dry cloth.
- Once the charging process is complete, first disconnect the charging plug from the socket on the battery pack and then disconnect the plug of the charger from the mains socket.
- Ensure that no moisture can get into the charger socket [10] on the battery after the charger is disconnected.



Before and after charging, ensure that the charger plug [25] and the charger socket [10] on the battery pack are clean and that there are no metallic particles. If there are any metallic particles, remove these with a clean, dry cloth to prevent the risk of a short circuit or loss of contact.

3.5.6 Safety instructions for the battery pack

- Before the e-pilot is used for the first time, the battery pack should be fully charged.
- The e-pilot must only be used at temperatures between -25 °C and +50 °C.
- Never charge the battery pack at temperatures below 0 °C or above 45 °C. If you attempt a charging process outside of this temperature range, the charging process will be automatically aborted.
- The battery pack must not be exposed to heat (e.g. radiators) or fire. External heat exposure can lead to the battery pack exploding.
- In the (unlikely) event of the battery pack overheating or catching on fire, you must ensure that the battery pack does not come into contact with water or other liquids. The only suitable extinguishing agent that is recommended by the cell manufacturers is sand.
- Your e-pilot uses power in all operating modes. Therefore, if possible, fully charge the battery pack after every use.
- The battery pack housing must not be opened or taken apart. Improper opening or wilful destruction carries a danger of serious injury. In addition, opening the battery voids any warranty claim.
- Never connect the battery pack socket [25] to metallic objects, and ensure that the contacts do not come into contact with metallic objects (for example with metal filings).
- If the socket [25] is dirty, clean it with a clean and dry cloth.
- Never immerse the battery pack in water.
- If damaged or defective, the battery pack must be checked. Please contact your specialist dealer to learn about the proper procedure that must be used for returns and repairs (see also chapter 3.5.8).
- If the battery pack is defective or damaged, you must not use the e-pilot under any circumstances. Contact your specialist dealer about a repair.
- Always ensure that the battery pack is kept clean and dry.

3.5.7 Storing the battery pack

- The service life of a battery pack is partly dependent on its storage location. Therefore do not leave the battery pack or the e-pilot in hot locations for prolonged periods. In particular, use the boot of a car parked in the sun only for transport rather than as a storage location.
- Store the battery pack and the e-pilot in a cool and dry location where they are safe from damage and unauthorised access.
- To achieve the optimum service life, store the battery pack at a temperature from 18 °C to 23 °C, an air pressure of 500 to 1060 hPa, and a humidity of 0 to 80 per cent. The battery capacity should be at least 50 percent here. Under these conditions, the battery pack can be stored for up to a year.
- Do not expose the battery pack to moisture of any kind during storage (water, rainwater, snow, etc.).
- Before storing it, charge the battery pack to 50 percent and check its charge status every month. If necessary, charge the battery pack if the charge status drops to below 50 percent.

3.5.8 Safety instructions and precautions on how to transport and ship the battery pack

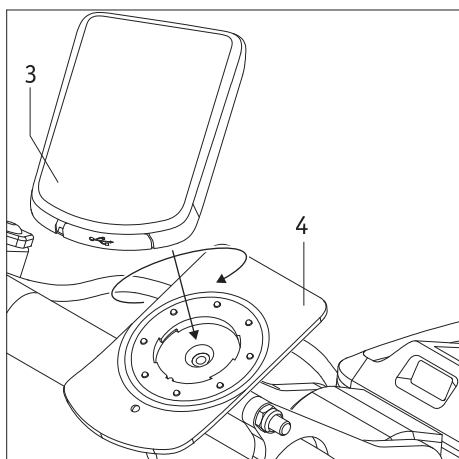
- Lithium-ion cells are used in the e-pilot's battery pack. Transport and shipping of the battery pack are, therefore, subject to all applicable statutory requirements, which must be strictly observed.
- The e-pilot battery pack must never be transported by plane, either as hand luggage or as hold baggage (as of January 2018).
- As transport regulations may change annually, we strongly recommend that you consult your travel operator or transport company (e.g. railway, bus company, shipping company) before you set out on your trip in order to learn about the current applicable regulations.
- If your battery pack is defective, take it personally to your specialist dealer as shipping lithium-ion batteries by post or other carriers is subject to strict rules and regulations. Once again, we recommend that you contact your specialist dealer in advance.



Make sure you keep the packaging container of the battery pack in case you need to transport it.



Discuss the necessary measures with your specialist dealer before sending the battery pack.

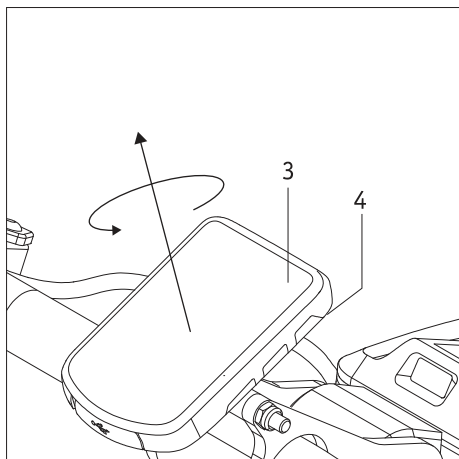


4. Display

4.1 Fitting and removing the display

Fitting

Place the display [3] in the correct position (with the USB port facing towards the driver) and skewed at an angle of about 30 degrees to the left on the bracket [4] (see diagram). Turn the display on the bracket, by applying slight pressure, by 30 degrees clockwise so that both components are aligned. The electrical connections to the buttons, the battery pack and the wheel are established automatically.



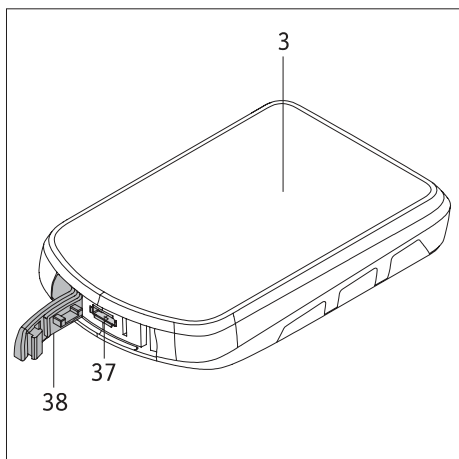
Removing

Turn the display [3] on its bracket [4] by about 30 degrees anticlockwise. The electrical connections become disengaged and the display can be removed. Before being removed, the e-pilot must be switched off (see chapter 4.3.4).



To protect your e-pilot from unwanted use by a third party or against theft, the display should always be removed from the handlebar and from the user when not in use.

Removing the display, however, does not replace securing your e-pilot against theft by other suitable means (using a bicycle lock, a safety chain or similar device).



4.2 USB port on the display

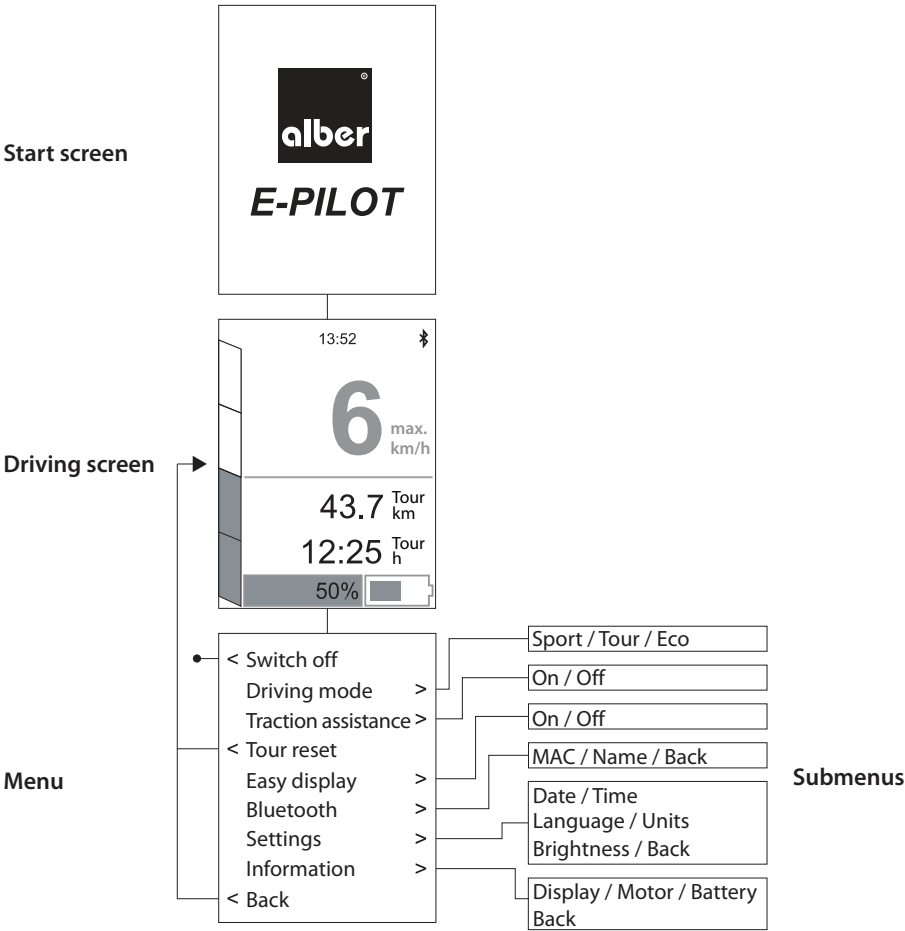
The display [3] has a USB port [37], which is primarily used by Alber or your specialist dealer to carry out maintenance and diagnosis work. Ensure that the rubber cover is always fully inserted and seals the port. If the display is not fully sealed, moisture can get inside and cause damage.

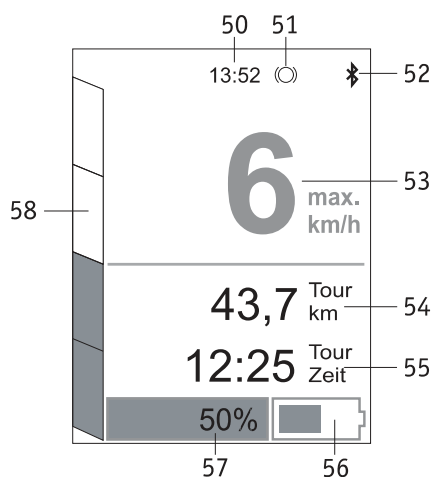
The display can also fog up from the inside if the USB port [37] is open. If this occurs, place the display in a warm room and do not seal it until the moisture has completely evaporated from the inside.

4.3 Menus in the display

When the e-pilot is switched on, the display [3] first shows the start screen with the Alber logo and the writing *E-PILOT*. After a few seconds, the regular driving screen appears, which provides information about various pre-settings and the operating status. Various parameters can be adjusted individually by the wheelchair user (see chapter 4.3.3 and 4.3.4).

4.3.1 Menu structure (overview)





4.3.2 Driving screen

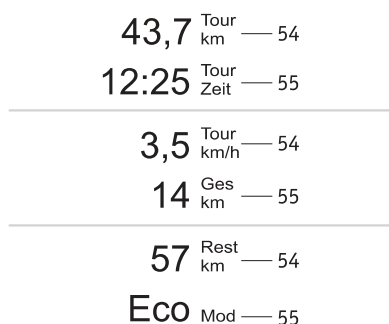
In the basic setting, the display on the e-pilot shows the driving screen shown here. The following indications mean:

- [50] = Current time (needs to be pre-set – see chapter 4.3.4).
- [51] = Symbol appears if the driving mode TRACTION ASSISTANCE has been activated (see chapter 4.3.4).
- [52] = Bluetooth symbol (lights up blue if there is an active connection)
- [53] = Displays the current speed travelled.
- [54] = Tour computer.
- [55] = Tour computer.
- [56] = Graphic display of the battery pack's residual capacity.
- [57] = Indication of the battery pack's residual capacity in percent.
- [58] = Setting and display of the drive speed (see chapter 4.3.3).

Assignment of displays [54] and [55]

The two displays have several functions. You can switch to the next display by pressing button [31] on button [2].

The following are displayed successively:



- [54] = Specifies the tour distance travelled since the last reset.
- [55] = Specifies the time taken to travel the distance in [54].

- [54] = Average speed of the tour since the last reset
- [55] = Specifies the distance travelled since first starting up

- [54] = Distance that can still be travelled on the basis of the residual capacity of the battery pack. If the residual capacity of the battery pack is less than 20%, the display shows “---”.
- [55] = Preset driving mode (Sport, Tour or Eco).

4.3.3 Setting the drive speeds

The e-pilot is delivered ex works with a maximum speed of 6 km/h, or 10 km/h. By pressing button [30] on button [2], you can set the maximum speed of travel as follows:

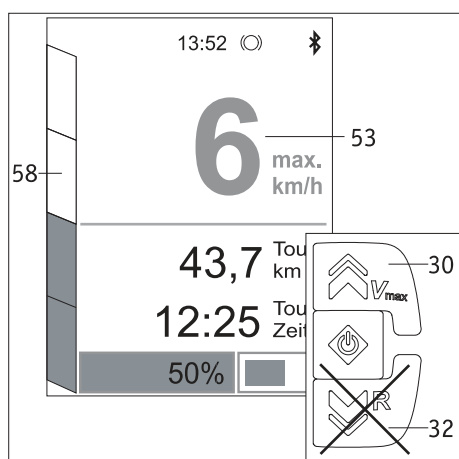
Bar graph [58]	Maximum speed (value displayed in green in field [53])	
	6 km/h version	10 km/h version
1 green bar	3 km/h	4 km/h
2 green bars	4 km/h	6 km/h
3 green bars	5 km/h	8 km/h
4 green bars	6 km/h	10 km/h

If the maximum speed has been set, the display [53] is shown in white.



NEVER use button [32] to change the maximum speed. This button is used on the driving screen for reversing the e-pilot only!

Make sure to observe the warning about travelling on slopes on the next page -->





Take care when travelling on slopes!

Never exceed the preset maximum speed.

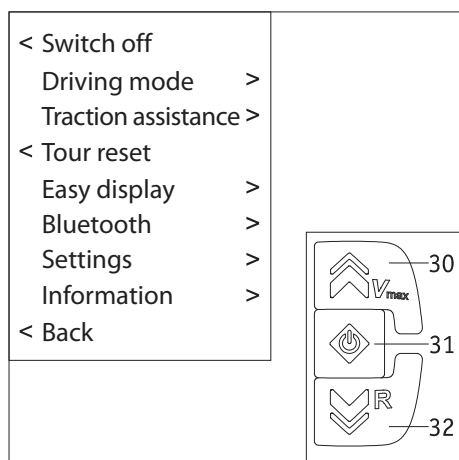
The e-pilot registers the speed you are travelling at and automatically switches off the electromotive support if the maximum speed is exceeded.

This means that the wheel is then freewheeling and the throttle handle has no function!

In these situations, the speed has to be reduced until the e-pilot is once again under the maximum permissible speed. The throttle handle [1] can only be used for driving again once this has happened.



If you decide to use the Mobility Plus Package for the e-pilot, make sure to observe the instructions in the operating manual and the prerequisites for increasing the intended maximum speed. Failure to observe the instructions, particularly the safety and hazard information, shall result in exclusion of liability on the part of Alber GmbH.



4.3.4 Displays in the menu

Pressing button [31] for about two seconds switches the driving screen (see chapter 4.3.2) to the menu. Here you can make various settings (see diagram here) and view system data.

You navigate through the menu and the associated submenus with buttons [30] and [32] and you select a menu option with button [31].

Switch off: The e-pilot is switched off

Tour reset: The data for the tour travelled is set to "zero"

Back: Back to the driving screen (without changes)

Driving mode submenu

SPORT: Dynamic calibration of acceleration and turning performance

TOUR: Medium acceleration values

ECO: Gentle acceleration values

Traction assistance submenu

This is the anti-slip regulation that reduces spinning of the drive wheel during start-up.

Easy display submenu

The displays [54] and [55] described in chapter 4.3.2 are omitted. Instead, the residual capacity of the battery pack is displayed.

Bluetooth submenu

The MAC address and name of the e-pilot are displayed here.

You require both pieces of information to operate the e-pilot with a mobility app (available as an accessory).

Settings submenu

Date: First the year is set, followed by the month and then the day.

After you set the day, the menu is automatically displayed again.

Time: First the hour is set, followed by the minute.

After you set the minute, the menu is automatically displayed again.

Language: Here you can select the language used to display the information on the driving screen, menu and submenu.

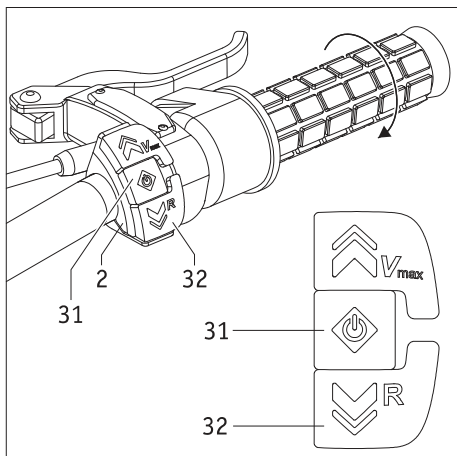
Units: Select kilometres or miles

Brightness: Here you can adjust the brightness of the display screen to your preferred level

Back You return to the menu.

Information submenu

Technical information about the display (software), motor (hardware and software) and battery pack (hardware and software) are displayed here. Your specialist dealer requires this information to carry out repairs or update the software.



5. Driving mode

5.1 Switching on the e-pilot

Press button [31] on button [2] to switch on the e-pilot. Do not activate the throttle handle [1] when doing this.

First the start screen appears on the display [3], followed by the driving screen described in chapter 4.3.2. If nothing appears on the display [3], you may need to “wake up” the battery pack (see chapter 3.4).

5.2 Forward travel

- Turn the throttle handle [1] clockwise and travel begins.
- Regulate the speed with the throttle handle [1]. Always adjust your speed to your surroundings, in order to avoid accidents!



Take care when travelling on slopes!

Never exceed the preset maximum speed.

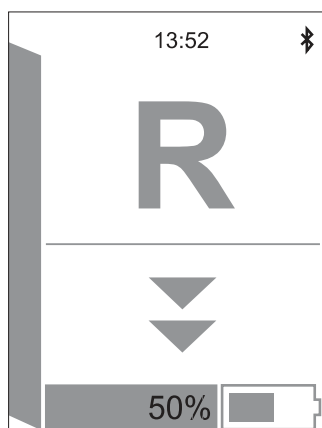
The e-pilot registers the speed you are travelling at and automatically switches off the electromotive support if the maximum speed is exceeded. This means that the wheel is then freewheeling and the throttle handle has no function!

In these situations, the speed has to be reduced until the e-pilot is once again under the maximum permissible speed. The throttle handle [1] can only be used for driving again once this has happened.



Take care when cornering!

Take corners at a speed adjusted to the current driving conditions, taking particular care to avoid toppling over the wheelchair and e-pilot.



5.3 Reverse travel

To travel in reverse, you use not the throttle handle [1] but button [32]. You can press it

- once or multiple times briefly to move backwards in bursts
- and hold it down to travel in reverse continuously (only recommended for experienced users).

The speed of reverse travel cannot be altered, it is always 3 km/h.

During reverse travel, the driving screen shown in the diagram here appears on the display [3].

If you do not press button [32] in pulses or continuously, the wheel switches to free-wheeling. The regular driving screen is also displayed again.



Never travel on slopes in reverse!

6. Safety instructions and hazard information when using the e-pilot



CAUTION RISK OF TOPPLING!

Your wheelchair with connected e-pilot represents a three-wheeled means of transport.

Particularly when turning corners, when crossing obstacles and when travelling perpendicular to slopes (these must never be travelled on in this way!) a three-wheel vehicle tends to tip over more easily than a four-wheel vehicle. Adjust your driving behaviour and your speed accordingly.

6.1 General instructions

- Before the e-pilot is loaded or lifted, it has to be switched off.
- If you wish to raise the e-pilot – to transport it, for example – you must never reach into the wheel rim.
- The maximum gradeability of the e-pilot is 10% (5.71°). If the device travels on steeper inclines, the possibility of the e-pilot and wheelchair slipping backwards cannot be ruled out. In this event, apply the parking brakes on the wheelchair and cease travel. Inclines and gradients with a grade exceeding 15% must not be travelled on with the e-pilot.
- The e-pilot has a brake lever [7] on both the left and right sides of the handle.
The locking mechanism [6] can be used to continuously apply the brake lever on the left side of the handle, which makes one of the brakes [19] continuously block the wheel [21]. In addition, you also have to apply the parking brakes on your wheelchair in order to prevent inadvertent rolling, for example when you stop on slopes.
- The e-pilot is controlled using the control elements on the handlebar (see chapter 2.3 onward). When the system is switched on, each actuation of the throttle handle [1] is converted into a drive command (forwards travel).
- Floor surfaces may be soiled by abrasion from the tyres – this is particularly true if you apply the brakes fully.
- We recommend that you have a short driver training session when you first receive your e-pilot. This enables you to become familiar with the device and all its possibilities.

6.2 Driver training

- The safety and well-being of the driver is the top priority. To ensure this, it is essential to understand the e-pilot's driving characteristics. Your specialist dealer or Alber agent will help you in this regard with a complimentary device training session.
- Observe the information, safety instructions and hazard information from your wheelchair manufacturer. This also applies to driving with the e-pilot.
- Start your first driving attempts with caution and start your driving training on level ground.
- Take your driver training in areas without obstacles.
- Always adapt your speed to external conditions so that you are able to drive around any obstacles that suddenly appear or to stop your wheelchair, for example.
- Never turn the throttle handle [1] as far as it will go when starting up. This may result in the e-pilot moving uncontrollably (risk of accident).
- Move the throttle handle [1] gently and without sudden movements. Avoid suddenly applying the throttle handle as far as it will go, particularly during potentially hazardous situations that you wish to avoid. Brake the e-pilot carefully in advance until it stops.
- When you release the throttle handle [1], the wheel of the e-pilot automatically switches to freewheeling and the wheel is not braked! Brake using both brake levers [7a/7b].
- If the preset maximum speed is exceeded, the wheel automatically switches to freewheeling. For this reason, never exceed the maximum speed.
- If the wheel is in freewheeling mode because the maximum speed has been exceeded, you have to reduce the speed of the e-pilot until you are travelling below the maximum speed. The throttle handle [1] can only be used again once this has happened.
- Only brake the e-pilot using the two brake levers [7a/7b]. Never grip the push rims on the wheelchair "for support".
- Before using the e-pilot to travel on a slope, practice operating the device on level ground.
- Always travel on slopes with a fully charged battery pack.
- You should exercise particular caution when travelling on slopes of any kind.
- Travel on slopes at reduced speed so that you are able to avoid any obstacles that appear suddenly or stop the e-pilot in time. Never travel on slopes in freewheeling mode.
- Never travel across steep slopes or similar conditions. Unintentionally shifting the centre of gravity could result in the wheelchair tipping over on its side.
- The e-pilot can traverse obstacles such as kerbs with a maximum height of five centimetres. Obstacles with a height of more than five centimetres must not be traversed as there is a risk of the stand [18] catching and being damaged.
- When driving on inclined kerbs or in similar circumstances, you may need to countersteer a little. Never travel over minor obstacles such as kerbs by driving parallel to them, drive at a right angle to the respective obstacle. This means:
The obstacle is first traversed by the wheel of the e-pilot. Then the two wheels of your wheelchair travel over the obstacle at the same time, not one after the other. Use a low speed that is appropriate for the obstacle.
- Check the air pressure of the wheel [21] of the e-pilot at regular intervals and the air pressure of the wheels of your wheelchair. Both factors influence the driving and braking performance and the range of the e-pilot.

- Anti-tippers are not required when travelling with the e-pilot. But do not forget to re-attach the anti-tippers to your wheelchair when travelling without the e-pilot.
- When driving on public roads you must observe the provisions of the road traffic regulations for the country in question (e.g. the StVO traffic regulations in Germany). Your wheelchair and the e-pilot are provided with the additional equipment specified in this manual.



Whenever possible, traverse obstacles (such as kerbs) in forwards travel only. The maximum permitted obstacle height is five centimetres.

Travel slowly and carefully forwards until the wheels of your e-pilot come into contact with the obstacle and then carefully travel over the obstacle. It is up to you to decide whether to traverse an obstacle in freewheeling mode (without motor support) and possibly to enlist the help of another person.



In the event of a problem or error message, immediately contact your specialist dealer.



Turn corners only at low speeds adapted to the driving conditions in order to avoid toppling the wheelchair and e-pilot.



Especially when it is not in use, do not expose your e-pilot to strong sunlight for long periods of time, if possible. This could cause the motor to heat up and in an extreme case, not be able to operate at full power. Plastic parts also age quicker under intense sunlight.

In the event of overheating caused by sunlight or excessive use: Leave the e-pilot until it has cooled down.



If used intensively, the motor, brake disc and brake calliper can heat up. Do not touch these parts (risk of burning). Leave the e-pilot until it has cooled down.

Heat can also cause oil or grease to escape at various points, especially the brakes.



Observe the following safety instructions and hazard information.

6.3 Safety instructions

- The e-pilot must be switched off before it is attached to or removed from the wheelchair. The e-pilot must also be switched off before any work is carried out on the wheelchair (e.g. to adjust the bracket or parking brakes).
- For safety reasons, you should clamp the brake lever [7b] on the left of the handle using the locking mechanism when stopping for longer periods, particularly on gradients and inclines, in order to prevent inadvertent rolling of the wheelchair. In addition, you also have to apply the parking brakes on your wheelchair.
- If your e-pilot is disconnected from the wheelchair, lock the brake lever [7b] to prevent inadvertent rolling of the e-pilot. You also have to secure your wheelchair against rolling away when at a standstill by applying its brakes.
- In the (unlikely) event of the battery pack overheating or catching on fire, you must ensure that the battery pack does not come into contact with water or other liquids. The only suitable extinguishing agent that is recommended by the battery manufacturers is sand.

Before using the device:

- The e-pilot may only be attached to push rim wheelchairs that have been approved by Alber GmbH for this device.
- The bracket holding the e-pilot in place may only be installed and modified by Alber GmbH or an Alber authorised specialist dealer.
- When using the e-pilot, always strictly adhere to the operating manual for the wheelchair.
- Before setting the wheelchair in motion, check the condition of the e-pilot wheel [21]. If the tyre has reached its wear limit (the tread is hardly visible), the e-pilot must not be used.
- Check the air pressure of the wheel [21] of the e-pilot at regular intervals. The table in chapter 12 contains information about the correct air pressure. Please check the air pressure of the wheelchair wheels in accordance with the instructions and specifications of the wheelchair manufacturer. Too low an air pressure can greatly affect the driving behaviour and the range.
- Before every journey, check that the brakes [19] or the e-pilot are working correctly. Never travel without functioning brakes.
- Before every journey, check that your wheelchair parking brakes are working correctly. You cannot drive the wheelchair without your parking brakes working correctly.
- Each time before starting travel, check that the e-pilot is seated correctly in the bracket [27] on the wheelchair.
- Each time before starting travel, check that the stand [18] and wheelchair castors are at the correct ground clearance. If the ground clearance is less than one centimetre (stand) or five centimetres (castors), you cannot travel with the e-pilot.

When travelling with the e-pilot, make sure that:

- Before using the e-pilot to travel on a slope, practice operating the device on level ground.
- The maximum permissible slope specified by the wheelchair manufacturer must not be exceeded.
- Approach steps or drops extremely cautiously.
- When the e-pilot is switched on, each actuation of the throttle handle [1] is converted into a drive command. When stopping or waiting in potentially hazardous areas (e.g. while waiting at a traffic light, on uphill and downhill slopes or ramps of any type), take your hand off the throttle handle and secure the e-pilot by holding or clamping the brake levers [7a/7b]. Particularly when on slopes, you should also secure the wheelchair using its parking brakes.
- When the e-pilot is switched on, never reach into its wheel or into the wheels of your wheelchair.
- Do not insert or throw objects of any kind into the wheel of the e-pilot when it is switched on or off, or into the wheels of the wheelchair.
- Never attach objects of any kind to the wheel of the e-pilot or the wheels of the wheelchair. This could cause damage.
- When driving on pavements, keep a safe distance (preferably the width of the wheelchair) from the kerb.
- Avoid using the wheelchair on soft ground (e.g. loose chipping, sand, mud, snow, ice or deep puddles).
- Never leave the e-pilot unattended, even if it is switched off.
- The e-pilot may be adversely affected by strong electromagnetic fields.
- Under certain circumstances, the e-pilot may interfere with other electrical equipment such as anti-shoplifting barriers in department stores.
- You must not use the e-pilot on escalators or moving walkways.
- When travelling, do not suddenly change the direction of travel to left or right at maximum speed as this could cause the wheelchair to tip sideways.
- Reduce your speed when turning a corner.
- If you intend to stop in your wheelchair on an uphill or downhill slope, your wheelchair must be parked carefully across this slope and the parking brakes activated. Also use the locking mechanism [6] on the brake lever [7b] on the left side of the handle to permanently engage the brake lever. These measures help prevent inadvertent rolling away of the wheelchair.
- After stopping on an incline or gradient, start up again carefully, at a low speed, and keeping at right angles to the slope for a short distance only. In general, you should never travel at right angles to slopes.
- After every trip or when your wheelchair is at a standstill, lock the brake lever [7b] with the locking mechanism [6] and apply the parking brakes on your wheelchair to prevent the chair inadvertently rolling away.
- During travel, never reach into the wheel of the e-pilot or between the spokes of the wheelchair wheels.
- Apply the e-pilot brake carefully and adapt your speed accordingly (i.e. not suddenly).
- When you release the throttle handle [1], the wheel of the e-pilot automatically switches to freewheeling and it is not braked!
Brake using both brake levers [7a/7b].
- Only brake the e-pilot using the two brake levers [7a/7b]. Never grip the push rims on the wheelchair "for support".
- When braking with brake lever [7a], take care not to turn the throttle handle [1] inadvertently.
- When travelling in a vehicle, secure your wheelchair and the e-pilot according to the current applicable statutory requirements and legislation.
- When travelling on public roads and pavements in the Federal Republic of Germany, the provisions of the German Road Traffic Regulations and the Road Traffic Licensing Regulation must be observed. In other countries, the locally applicable national provisions must be observed.
- The e-pilot is only intended for transporting persons with restricted mobility and must not be misused, for example by children playing with it or as a drive for transporting mobile goods.
- Operating the e-pilot in the vicinity of strong magnetic fields such as those induced by holding solenoids, transformers, tomographs etc. is prohibited.
- Avoid travelling using the e-pilot in adverse conditions, for example in storms, hail and in high undergrowth.
- If you have a flat tyre, please contact your specialist dealer.
- If you hear unusual noises or notice unusual vibrations during travel, it is possible that parts of the e-pilot or wheelchair have become loose. It is also possible that foreign matter has entered the device during travel. In these cases, contact your specialist dealer.

After travelling with the e-pilot, note the following:

- Switch off the e-pilot promptly when not in use to prevent inadvertently triggering drive pulses by touching the throttle handle [1].
- Whenever you are at a standstill, use the locking mechanism [6] on the brake lever [7b] on the left side of the handle to permanently engage the brake lever and also apply the wheelchair's parking brakes.
- If possible, recharge the battery pack of your e-pilot after each trip.

6.4 Obstacles

- The e-pilot can traverse obstacles such as kerbs with a maximum height of five centimetres. Obstacles with a height of more than five centimetres must not be traversed as there is a risk of the stand [18] catching and being damaged.
- In addition, note the information about the maximum permissible obstacle height in the operating manual for your wheelchair.
- Never travel over minor obstacles such as kerbs by driving parallel to them, drive at a right angle to the respective obstacle. This means that: The obstacle is first traversed by the wheel of the e-pilot, then the two wheels of your wheelchair travel over the obstacle at the same time, not one after the other. Use a low speed that is appropriate for the obstacle or enlist the help of another person.
- When driving on inclined kerbs or in similar circumstances, you may need to countersteer a little.

6.5 Hazardous areas and hazardous situations

- The wheelchair user must decide in each case whether it is safe to travel the intended trip based on factors such as driving experience and physical strength.
- Before undertaking a trip, the user should check the wheel [1] of the e-pilot for wearing or damage to the tyre. Also check the charge level of the battery pack and the functioning of the horn.
- These safety checks and the personal experience of the wheelchair user are of particular importance in or near the following hazardous areas, the navigation of which is left to the judgement and risk of the e-pilot user:
 - Quay walls, berths and marinas, paths and areas near water, bridges and dykes without railings
 - Narrow footpaths, gradients (e.g. ramps and driveways), narrow paths along slopes, mountain paths
 - Narrow and/or steep/inclined paths along main and side roads or near precipices
 - Paths covered with leaves, snow or ice
 - Ramps and lifting equipment on vehicles.



When cornering or turning the wheelchair on gradients or inclines, the centre of gravity of the wheelchair may be shifted so that there is a risk that the wheelchair may tip over to the side. Therefore, proceed with extreme caution and reduce your speed.



Special caution is required when crossing roads and at crossroads and level railway crossings. Never cross rail tracks in roads or at level crossings by driving parallel to them as the wheelchair wheels could get stuck in the rails.



Proceed with special caution when driving over ramps or lifting platforms of vehicles. Before lifting or lowering the wheelchair on the ramp or lifting platform, park the e-pilot at a safe distance from the kerb and switch it off. In addition, the brake lever [7] on the left of the handle should be locked with the locking mechanism [6] and the brake [19] on the wheel [21] should be applied continuously. In addition, the parking brakes on your wheelchair must also be applied. These measures prevent rolling away.



Never drive your wheelchair directly at the edge or close to the edge of a ramp or lifting platform, instead leave a sufficient distance.



If the ground is wet, tyre grip may be poor so that there is a risk of slipping. Adapt your driving behaviour accordingly and never drive with worn tyres.



Please note that when travelling downhill the brake path of the e-pilot may be significantly longer than on level ground depending on the speed and gradient. Therefore, adjust your speed accordingly.



The wheel [21] of the e-pilot is not automatically locked when the e-pilot is at a standstill and it can move freely. Pay particular attention to the information and instructions in chapters 2.8 (Safety note on locking and releasing the brakes on inclines and gradients) and 6.3 (Safety instructions) regarding stopping and starting on inclines and gradients.



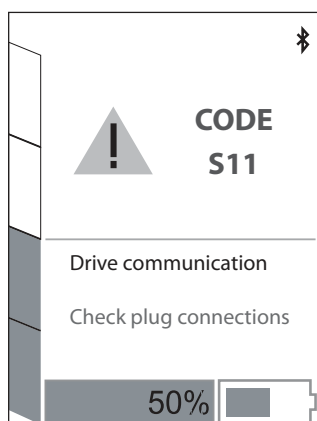
Take care when travelling on slopes!

If the maximum speed is exceeded, the wheel [21] switches to freewheeling and the throttle handle [1] has no function.

In these situations, the e-pilot has to be braked to below the maximum permissible speed. The throttle handle [1] can only be used for driving again once this has happened.



The maximum gradeability of the e-pilot is 10% (5.71°). If the device travels on steeper inclines, the possibility of the e-pilot and wheelchair slipping backwards cannot be ruled out. In this event, apply the parking brakes on the wheelchair and cease travel. Inclines and gradients with a grade exceeding 15% must not be travelled on with the e-pilot.



7. Error messages and notes on the display

7.1 Error messages

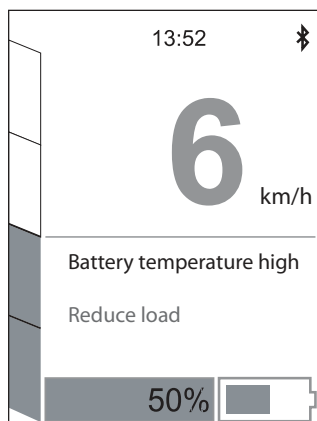
In the event of a malfunction, a code appears on the display [3], specifying the error source, together with a possible solution.

As in some other areas, just switching the e-pilot off and on again can sometimes resolve the displayed error. The following table lists the error codes that are generally easy to resolve. If the specified remedy does not resolve the problem and the error code continues to be displayed, please contact your specialist dealer. If an error that is not included in the following table appears on the display, please also contact your specialist dealer.

Code	Display indication	Error	What to do
B14	Error: battery hardware (initial check, electronics, ...)	Check of battery failed.	Switch off/on. If error still appears, contact specialist dealer.
B15	Error: battery temperature too low	Battery temperature too low.	Switch off/on. Continue driving with caution. If error still appears, contact specialist dealer.
B16	Error: battery temperature too high	Battery temperature too high.	Switch off/on. Continue driving with caution. If error still appears, contact specialist dealer.
B17	Error: battery flat	Voltage in battery is too low.	Charge battery.
B18	Error: battery 36V	Voltage error in battery.	Switch off/on. If error still appears, contact specialist dealer.
B19	Error: battery 36V	Battery is fully charged, energy recovery not possible.	Travel uphill or on the flat briefly to consume some energy.
C10	Error: display hardware (initial check, electronics, ...)	Check of display failed.	Switch off/on. If error still appears, contact specialist dealer.
C11	Error: throttle handle	Check of throttle handle failed.	Switch off/on. If error still appears, contact specialist dealer.
C12	Error: throttle handle start-up protection	Throttle handle was activated while switching on the e-pilot	Switch off the e-pilot and switch it back on again: do not activate the throttle handle in the process.
C13	Emergency operation	Throttle handle values incorrect. Emergency operation with reduced values.	Switch off/on. If error still appears, contact specialist dealer.
M14	Error: drive hardware	Error: drive electronics	Switch off/on. If error still appears, contact specialist dealer.
M15	Error: drive temperature too high	Temperature range error for drive.	Reduce speed. Allow the drives to cool. If error still appears, contact specialist dealer.
S10	Error: general communication	Unable to communicate with individual components.	Switch off. Disconnect/connect all components. Switch on. If error still appears, contact specialist dealer.
S11	Error: drive communication	Unable to communicate with the drive.	Switch off. Disconnect/connect drive. Switch on. If error still appears, contact specialist dealer.
S12	Error: battery communication	Unable to communicate with the battery.	Switch off. Re-insert battery. Switch on. If error still appears, contact specialist dealer.



If an error code appears in the display, switch the e-pilot off and on again. If an error is not resolved by doing this, please contact your specialist dealer. Depending on the type of error, the affected components may need to be sent to Alber for repair.



7.2 Notes

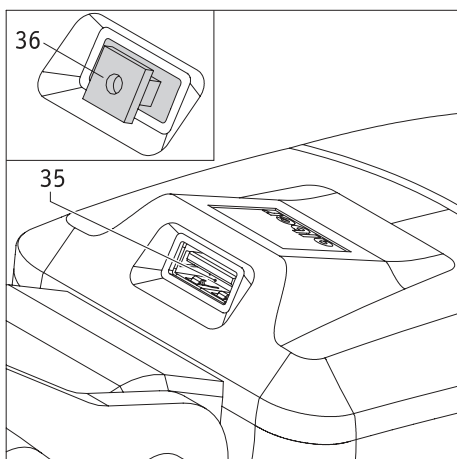
During travel, the e-pilot constantly checks the operating status of the battery and the drive, as well as the current speed. If it determines critical parameters, a corresponding note appears on the display [3] together with brief troubleshooting information. Travel with the e-pilot is not interrupted when a note is displayed.

For details of the notes, see the table below. The code listed here is saved in the display but it is not shown.

Code	Display indication	Error	What to do
B10	Note: battery temperature high	Battery temperature high. Speed is reduced.	Drive carefully. Avoid inclines/gradients. If error still appears, contact specialist dealer.
B11	Note: battery temperature low	Battery temperature low. Speed is reduced.	Drive carefully. Avoid inclines/gradients. If error still appears, contact specialist dealer.
B12	Note: battery almost flat ($\leq 20\%$ to $> 7\%$)	Battery voltage low.	Charge battery.
B13	Note: battery soon flat ($\leq 7\%$)	Battery voltage low.	Charge battery.
C14	Error: SIU hardware	Check of the signal interface unit hardware failed	Switch off/on. If error still appears, contact specialist dealer.
M10	Note: drive temperature high	Temperature in drive is high.	Reduce speed. Allow the drives to cool. Switch off/on. If error still appears, contact specialist dealer.
M11	Note: speed much too high (approx. 40 km/h)	Speed much too high. Damage to system possible.	Reduce speed greatly to minimise the risk of an accident. Drive and battery pack could be damaged. Loss of all liability and warranty!
M12	Note: speed high (30 km/h)	Speed high.	Reduce speed to minimize the risk of an accident.
M13	Note: speed too high (35 km/h)	Speed too high.	Reduce speed greatly to minimise the risk of an accident.
S13	Error: SIU communication	Unable to communicate with the signal interface unit	Switch off/on. If error still appears, contact specialist dealer.

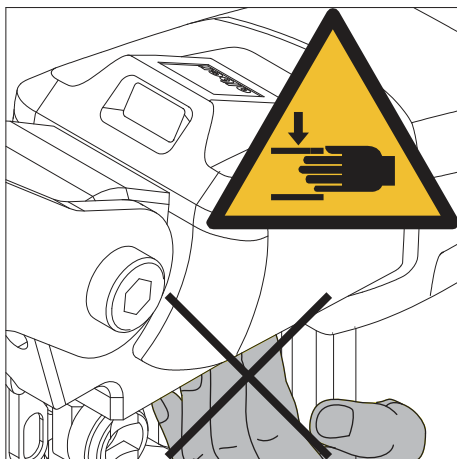
Important information regarding errors M11, M12 and M13:

If the maximum speed is exceeded (see table in chapter 13) and the information in this operating manual is not observed, the drive unit and the battery pack may be damaged. In this event, Alber GmbH shall not accept any liability or warranty claims.



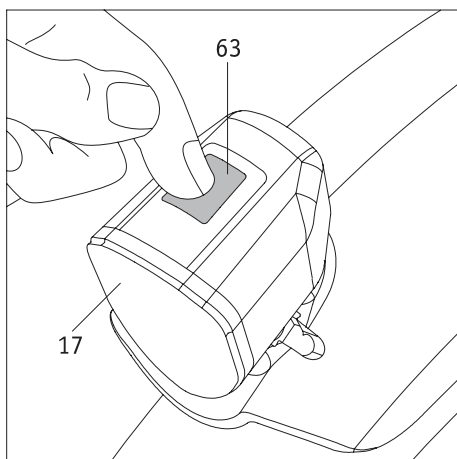
8. USB charger socket

Your e-pilot has a USB charger socket [35] that can be used to charge devices to a maximum of 1.3 A (e.g. mobile phones). The charger socket is located on the head of the handlebar and it is protected by a rubber cover [36]. Ensure that the rubber cover is always fully inserted and seals the port when the USB charger socket is not in use. If the USB charger socket is not fully sealed, moisture can get inside and cause damage.



Caution, risk of crushing injuries!

Never reach into the cover located below the USB port [35]. Particularly when turning corners, there is a risk of crushing fingers.

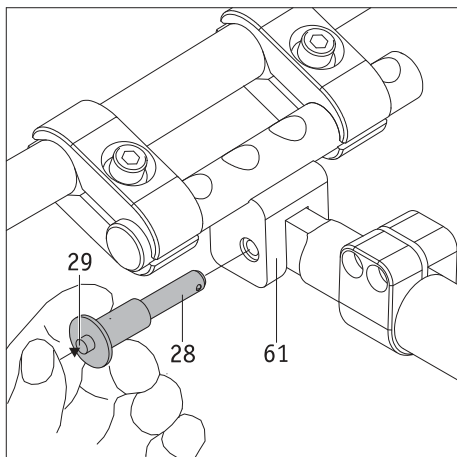
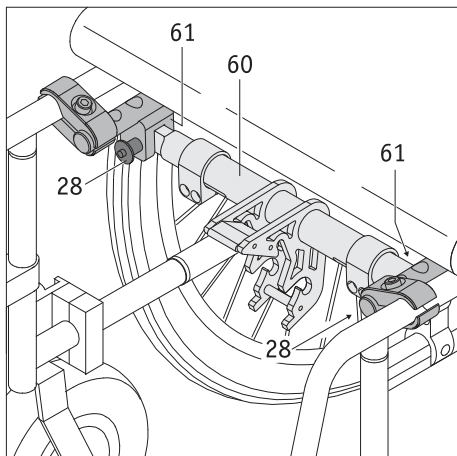


9. Light

The light [17] is primarily switched on and off with the button [5] on the handlebar (see chapter 2.6). The light can also be switched on and off with the button [63] located on the light itself.

Important notes:

The button [5] completely interrupts or opens the flow of current to the light [17]. This means that the light can only be switched on if it has already been switched on with button [5].



10. Transport

10.1 e-pilot

- For transport purposes, the battery pack and the display should be removed from the e-pilot and stowed securely. If the two components are left on the e-pilot, it must be switched off.
- If you wish to raise the e-pilot, you must never reach into the wheel rim.
- Note the applicable regulations for transporting lithium-ion batteries, particularly when travelling (see also chapter 3.5.8).

10.2 Wheelchair

Before the wheelchair is folded up, the docking bar [60] must be removed from the bracket.

- Hold the docking bar [60] firmly.
- On the left or right side of the cross strut: press your thumb onto the release mechanism [29] in the centre of the quickpin [28] and pull the quickpin out of the hole of the clamp [61] attached to the wheelchair. You can now swivel the cross strut downwards.
- Repeat the process on the other side of the wheelchair and completely remove the cross strut from the wheelchair.

In order to operate the wheelchair with the e-pilot again after transport, you have to re-attach the cross strut [60] to the wheelchair.

- On the left or right side of the wheelchair, insert the docking bar [60] the right way round into the clamp [61] and hold it firmly.
- Press your thumb on the release mechanism [29] in the centre of the quickpin [28] and insert it as far as it will go into the clamp [61].
- When you release the release mechanism [29], the docking bar [60] is secured in the clamp [61] and it can no longer be removed.
- Repeat the process on the other side of the wheelchair.



After attaching the docking bar [60], check that the two quickpins [28] and the docking bar [60] are held securely in the clamps [61].

It must not be possible to remove the quickpins from the clamps [61] without pressing on the release mechanism [29].

It must also not be possible to remove the docking bar [60] from the clamps [61] without removing the two quickpins [61].

11. Storage, maintenance, care and disposal

11.1 Storage

If your wheelchair or the e-pilot are to be stored for an extended period (e.g. several months), please observe the following:

- Store the wheelchair according to the wheelchair manufacturer's specifications.
- Remove the battery pack, wrap it in film, and store it separately.
- Follow the instructions for storing the battery pack in chapter 3.5.7.
- Also protect the e-pilot with film in order to keep moisture out.
- Store the wheelchair and e-pilot in a dry room.
- Ensure that unauthorised persons (especially children) do not have unsupervised access to this room.
- Ensure that no moisture penetrates into or drips onto the wheelchair or e-pilot.
- Ensure that the wheelchair and e-pilot are not continuously exposed to solar radiation (e.g. through windows).
- The wheelchair, the e-pilot and the battery pack must be cleaned prior to recommissioning. In particular, there must not be any metallic particles on the plug on the charger [25] and on the charger socket [10] on the battery pack.
- Check whether maintenance is required before recommissioning (see chapter 10.4) and arrange this if necessary.

11.2 Care



Water ingress can destroy the drive and the battery pack.

For this reason, do not clean the individual components of the e-pilot under running water or with a high-pressure cleaner.

Always ensure that no liquid or moisture enters the wheel hub and the battery pack. For this reason, take special care when cleaning the e-pilot. Please observe the following instructions in particular:

- Whenever you clean components or the battery pack, use a dry or slightly damp cloth.
- Never use scouring pads, abrasive detergents or aggressive chemicals to clean the components.
- Never clean the components under running water, for example, using a hose or a high-pressure cleaner. This can cause water ingress, causing irreparable damage to the electronics.

Alber GmbH shall not be liable for damage caused by water inside the device.

Please note that such damage is not covered by our warranty.

11.3 Reuse

If your e-pilot has been provided to you by your health insurance company and you do not need it any longer, please contact your health insurer, Alber agent or authorised specialist dealer. Your e-pilot can then be given to somebody else.

Before the e-pilot is re-used, it should undergo maintenance. The bracket with which the e-pilot is attached to your wheelchair can be easily and quickly removed by your authorised specialist dealer or Alber agent and fitted to another.

In addition to the cleaning instructions given in chapter 10.2, before re-using the system, the handlebar and all externally accessible plastic parts of the e-pilot components need to be disinfected. To do this, use a detergent suitable for wet disinfection and adhere to the use instructions.

11.4 Maintenance

The maintenance of medical products is regulated in Germany by law in the Medical Device Directive (MPBetreibV), Section 7. According to this, maintenance measures, especially inspections and servicing, are required in order to ensure continuous safe and proper operation of medical products.

Based on our market observations, an interval of two years has proven reasonable for maintenance of our products when used under normal operating conditions.

This guideline value of two years may vary with the product's respective degree of utilisation and the behaviour of the user. Checking the degree of utilisation and the user behaviour is the responsibility of the operator.

In any case, we strongly recommend that you clarify beforehand to what extent the cost of the maintenance work for our products is covered by your health insurance provider, especially with regard to any existing contracts.

11.5 Disposal



This device, its battery pack and accessories are durable products.

They might, however, contain substances that are hazardous to the environment, if the parts are disposed of in locations (e.g. landfills) that are not destined for the disposal of such materials according to the applicable statutory regulations.

The product is labelled in accordance with European Directive 2002/96/EC (WEEE Directive) with a “crossed-out rubbish bin” symbol, reminding you that it must be recycled.

Please protect the environment and return the product at the end of its service life to your local recycling centre.

As this product is not covered by the regulations of the WEEE Directive in all European countries, please inform yourself of the applicable waste disposal regulations in your country. Alternatively, return the e-pilot to your authorised specialist dealer or Alber GmbH for proper and environmentally safe disposal.

12 Warranty and liability

12.1 Warranty for defects

Alber guarantees that the e-pilot is free of defects at the time of delivery. This warranty expires 24 months after the date of delivery of the e-pilot.

12.2 Guarantee of durability

Alber provides a 24-month durability warranty for your e-pilot.

The durability guarantee does not include:

- Devices whose serial numbers have been tampered with or removed.
- Wear parts such as tyres, operating elements and the spokes.
- Defects caused by normal wear, incorrect handling including non-compliance with the instructions in this operating manual, accidents, reckless damage, damage caused by fire, water, force majeure and other events that are outside the control of Ulrich Alber GmbH.
- Parts that may need to be serviced or replaced as part of normal use (e.g. tyre change).
- Device inspection without detection of a fault or defect.

12.3 Liability

Alber GmbH as the e-pilot manufacturer shall not be liable for the safety of the product, if:

- The e-pilot is incorrectly handled
- The e-pilot is not serviced at the prescribed two-year intervals by an authorised specialist dealer or Alber GmbH
- The e-pilot is operated in contravention to the instructions in this operating manual
- The e-pilot is operated with insufficient battery charge
- The e-pilot is repaired or modified by a person not authorised to carry out such work
- Third-party parts are attached to the e-pilot
- Parts of the e-pilot have been removed

13 Technical data

Drive

Range (*):	up to 50 km according to ISO 7176 - 4
Maximum gradeability:	up to 10% (5.71°); also note the limit values specified by the wheelchair manufacturer
Maximum downhill grade:	15% (8.53°); also note the limit values specified by the wheelchair manufacturer
Cornering radius (minimum):	2.75 metres
Maximum speed:	6 km/h (10 or 15 km/h only with the appropriate equipment (warning triangle, lights, reflectors) and individual approval) Always observe the limit values specified by the wheelchair manufacturer and country-specific road traffic legislation.
Rated power of engine:	250 W
Operating voltage:	36 V
Operating temperature:	-25 °C to +50 °C
Weight of person:	max. 100 kg
Max. permissible overall weight	max. 135 kg

Battery pack

Battery type:	Lithium-ion cells, leak-proof and maintenance free
Rated operating capacity:	36 V
Rated capacity:	13.8 Ah
Rated energy:	496.8 Wh
Charging temperature:	0 °C to +45 °C
Operating temperature:	-25 °C to +50 °C
Protection rating:	IPX4

Weight of components

Drive unit:	15.5 kg
Battery pack:	2.9 kg
Total weight:	18.4 kg (may differ depending on version or accessories)

Tyre on wheel

Name	Model and type	Size (inches)	Air pressure in bar and kPa
CST 16x300 C-1488	Middle profile, pneumatic tyre with inner tube	16" / 16 x 3.00	2.0 bar / 200 kPa



**Only the tyre type specified in the table may be used on the wheel.
Use of other types of tyre is prohibited.
If you have a flat tyre, please contact your specialist dealer.**

(*) The range depends on the terrain and the prevailing driving conditions. The specified maximum range is valid for optimum travel conditions (level terrain, a newly recharged battery pack, ambient temperature of 20 °C, smooth travel, etc.). At lower temperatures, the range of the e-pilot may be smaller than the range specified in the table above.

We expect that the estimated service life of this product is five years on average provided that the product is used as intended and maintained and serviced in accordance with all instructions specified in the operating manual. This service life can be extended by handling, servicing, maintaining and using the product with care and if there are no technical limitations that arise from further developments in science and technology. However, the service life may also be reduced significantly by excessive or improper use. The service life required by the applicable standards shall not be deemed an additional guarantee.

Charger

For technical information and other information on charging, please refer to the separate operating manual enclosed with the battery charger.

Miscellaneous

All e-pilot components are protected against corrosion.

CE The e-pilot and corresponding off-board charger comply with the applicable sections of standard EN 12184 for electric wheelchairs and meet the currently applicable EC directive for medical devices, 93/42/EEC. The e-pilot is a Class I medical device.


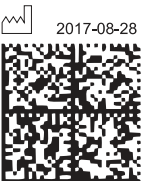
We reserve the right to modify the design and technology of our products to incorporate the latest developments.







14. Labels

There are labels on the e-pilot components which include various product details. In the event of a device defect, individual components can be replaced by your specialist dealer as part of the Alber exchange parts pool. For this purpose, your specialist dealer will require individual pieces of information from the labels.

Systemnr. / System No.
Produkt/Modell [Product/Model]
Betriebsspannung [Rated Voltage]
Motor Nennleistung [Rated Power]
Max. Geschwindigkeit [Max. Speed]
Max. Pers. Gewicht [Max. Occ. Weight]
Max. Steigfahigkeit [Max. Gradeability]

P15170001
e-pilot P35
36 V
250 W
6 km/h
100 kg
10 %


2017-08-28






Alber GmbH
Vor dem Weissen Stein 21
D-72461 Albstadt
Made in Germany
(01)04046727178444
(11)170828
(21)P15170003

System label

The system label provides information on the key technical data of the e-pilot and makes it possible, if necessary, to trace the system. Please specify the system number when exchanging a device as part of the Alber exchange parts pool. The system label is located on the e-pilot frame on the inside of the battery holder [7].

Wartung Maintenance				
durch/by:				
Alber GmbH				
72461 Albstadt				
01	nächste	07		
02	next	08		
03		09		
04		10		
05		11		
06		12		
2019	2020	2021	2022	

Wartung Maintenance				
am/at:				
durch/by:				
in (PLZ)/in:				
01	nächste	07		
02	next	08		
03		09		
04		10		
05		11		
06		12		
2019	2020	2021	2022	

“Maintenance” label

This label indicates the time of the next maintenance due. It is located on the inside of the battery holder [7].

1566150 1566150





1094140033

4046727166106

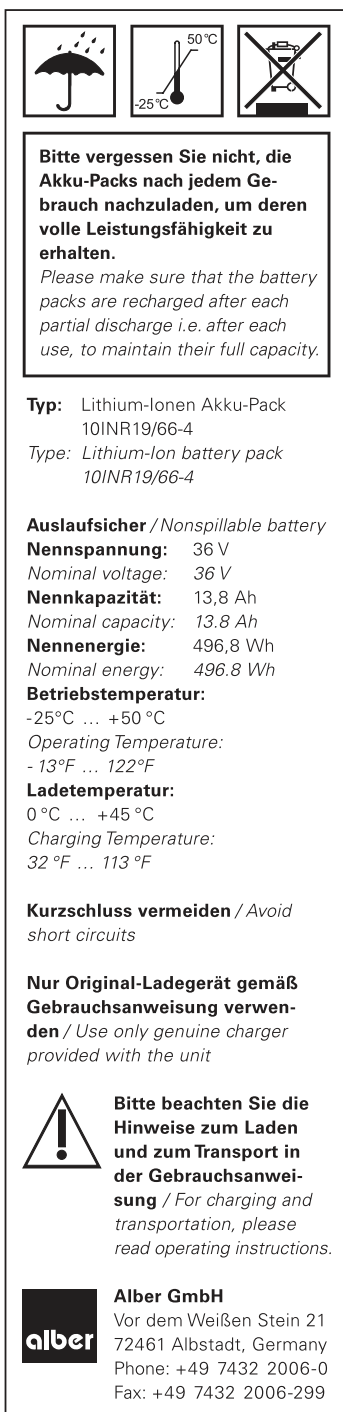
A




Component label

Label [A] is attached to the wheel, the back of the battery pack and the underside of the charger; label [B] is attached to the rear of the display. Please specify the component number (number in the middle of the label, indicated by an arrow in the diagram here) when replacing the component within the Alber exchange parts pool.


11061790070


B




Bitte vergessen Sie nicht, die Akku-Packs nach jedem Gebrauch nachzuladen, um deren volle Leistungsfähigkeit zu erhalten.
Please make sure that the battery packs are recharged after each partial discharge i.e. after each use, to maintain their full capacity.


Typ: Lithium-Ionen Akku-Pack
 10INR19/66-4
Type: Lithium-Ion battery pack
 10INR19/66-4

Auslaufsicher / Nonspillable battery
Nennspannung: 36 V
Nominal voltage: 36 V
Nennkapazität: 13,8 Ah
Nominal capacity: 13.8 Ah
Nennenergie: 496,8 Wh
Nominal energy: 496.8 Wh
Betriebstemperatur:
 -25°C ... +50 °C
Operating Temperature:
 - 13°F ... 122°F
Ladetemperatur:
 0 °C ... +45 °C
Charging Temperature:
 32 °F ... 113 °F

Kurzschluss vermeiden / Avoid short circuits

Nur Original-Ladegerät gemäß Gebrauchsanweisung verwenden / Use only genuine charger provided with the unit


Bitte beachten Sie die Hinweise zum Laden und zum Transport in der Gebrauchsanweisung / For charging and transportation, please read operating instructions.


Alber GmbH
 Vor dem Weißen Stein 21
 72461 Albstadt, Germany
 Phone: +49 7432 2006-0
 Fax: +49 7432 2006-299

Sticker on battery pack

The sticker shown here is located on the back of the battery pack and contains information about usage and technical data.



THE INNOVATION GROUP

BMZ GmbH

Am Sportplatz 28-30

D-63791 Karlstein am Main/Germany

Battery charger for 36V Li-Ion battery

Model: BSC42004000

Article No.: 24555-9

P/N: BC1120-U

Before charging read the instruction

For indoor use

Input: 230V~50Hz 2.0A max

Output: 42.0V = 4.0A

Date code: 45/16



MADE IN PRC

Sticker on charger

The sticker shown here is located on the back of the charger and contains information about usage and technical data.



“Lock battery” sticker

This sticker is located on the front (bottom) of the battery pack and indicates the correct way to insert the battery pack (see chapter 3.3).



“Risk of toppling” sticker

- Caution, risk of toppling! Reduce speed before cornering.
- Always traverse kerbs and obstacles at right angles to the direction of travel.
- Avoid abrupt steering manoeuvres.



“Close flap before travel” sticker

The sticker is located on the bottom tube of the e-pilot and indicates that the release flap [9] must always be closed during travel.

Travelling without closing the release flap [9] is prohibited.

See also chapters 2.1 and 2.2.

5. Product safety information

All components of your e-pilot have undergone functional tests and extensive inspections. However, in the event of an unforeseeable impairment in the operation of the e-pilot, the following web pages contain prompt and appropriate safety information for customers:

- Home page of Alber (manufacturer of the e-pilot)
- Home page of the German Federal Institute for Drugs and Medical Devices [BfArM]

If any corrective measures should be necessary, Alber shall notify the specialist dealer, who will then contact you.

Ihre Alber-Vertretung / Your Alber representative / Votre représentation Alber /
Vostra rappresentanza Alber / Su representación Alber / Din Alber representant /
Din Alber-agenturene / Uw distributeur Alber / Deres Alber-repræsentation



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