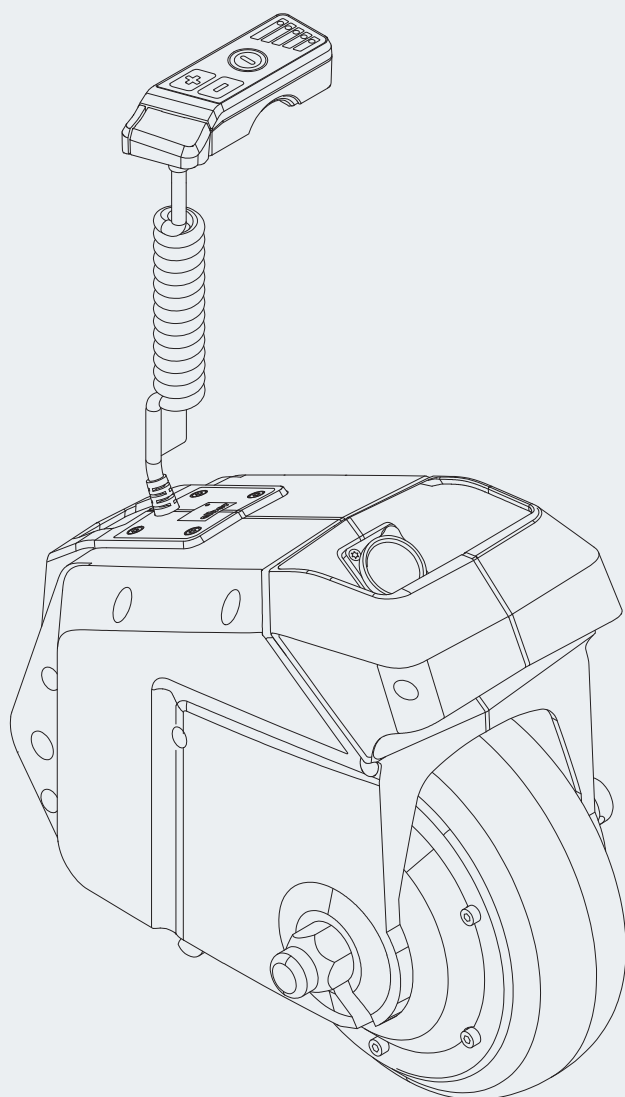


alber®

via GO®

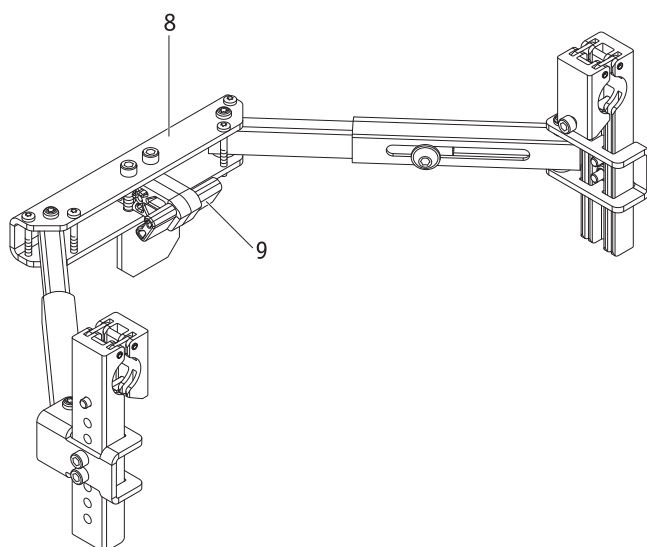
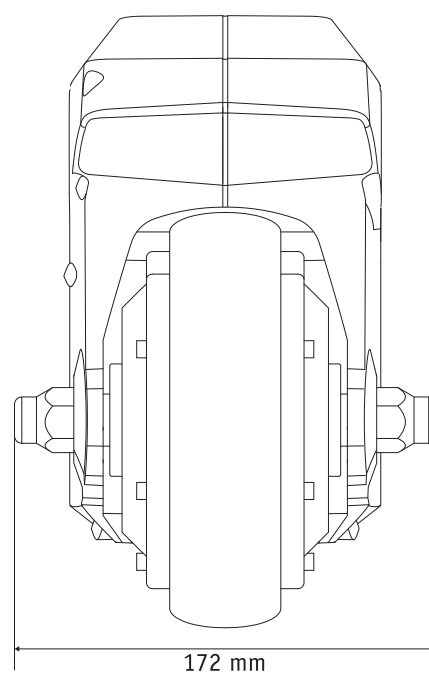
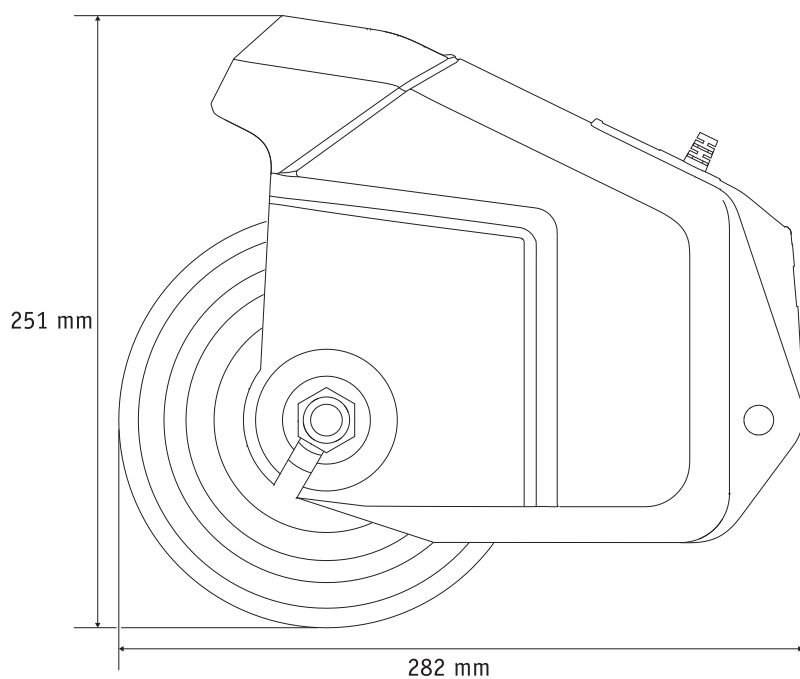
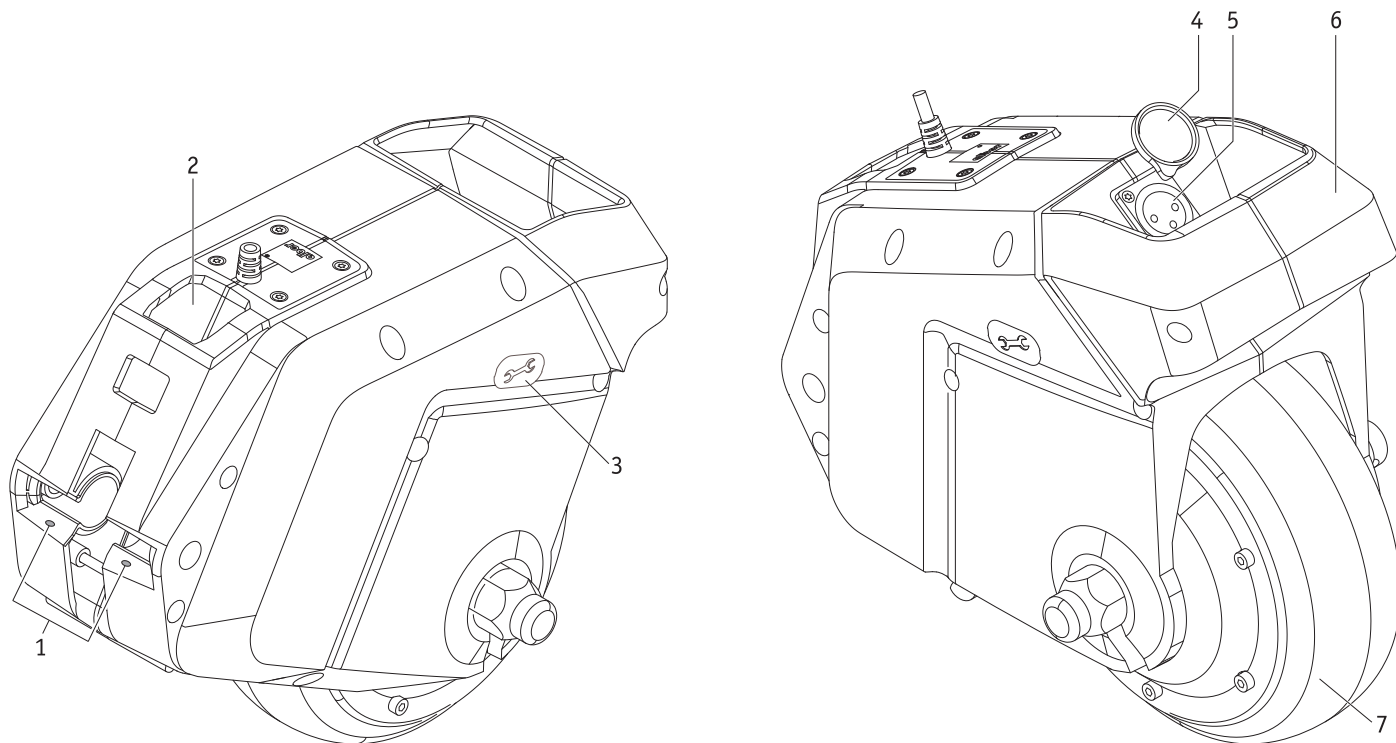
Instructions for Use via GO V24

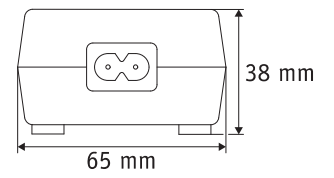
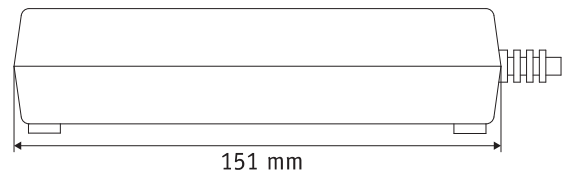
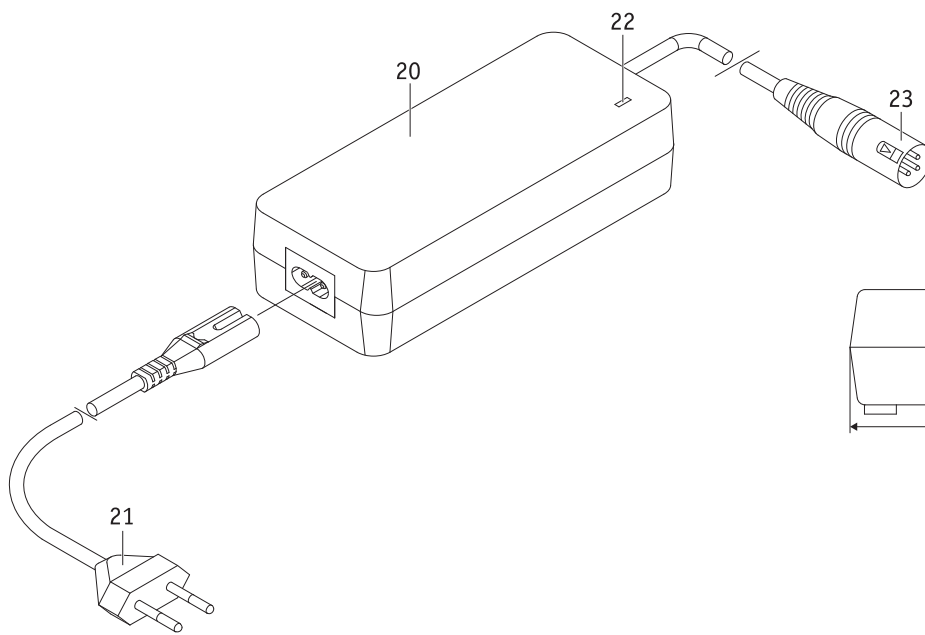
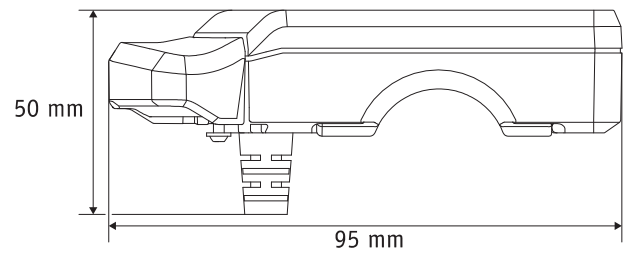
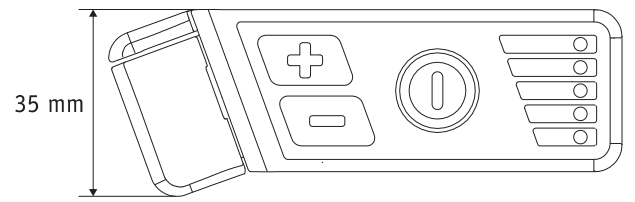
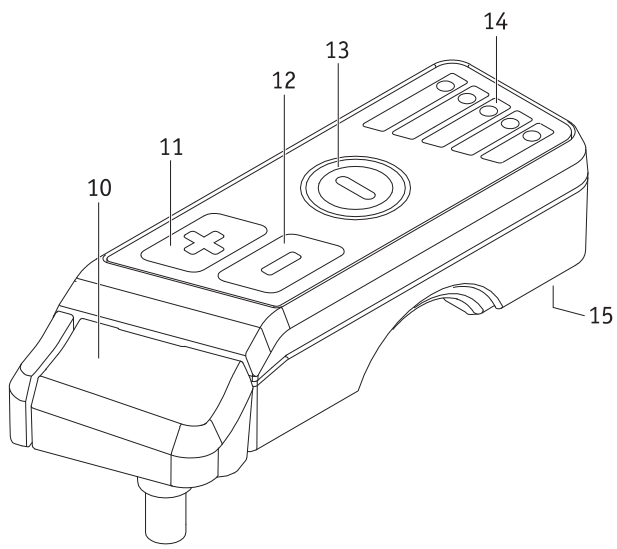
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Version: 2023-04-14

This operating manual provides you with information about the product via GO V24, hereinafter referred to as via GO.

The latest applicable version of this operating manual is available for download on our website www.alber.de. If you require a large-print version, please contact the Alber Service Centre.

1. Introduction

1.1 Intended purpose

The add-on drive via GO V24 is designed to assist the support person in pushing the wheelchair, including its user, over a longer distance or up an incline. The add-on drive does not assist the support person when braking the wheelchair. The via GO V24 is designed to offer assistance the support person (referred to in the following as operator/person operating the device) for manual wheelchairs with an existing manual support brake. The support person must be physically and mentally capable of safely controlling and braking a manual wheelchair in any given situation without the support of the via GO V24.

1.2 Important safety notes – please observe at all times

The via GO is a pushing aid to be used exclusively by the person accompanying the wheelchair user. Under no circumstances may the wheelchair user independently operate the via GO as an electric wheelchair drive.

For safety reasons, the via GO may only be operated by persons who

- have been instructed in its handling,
- are physically and mentally capable of operating the via GO safely in all operating situations and capable of braking the wheelchair.

Persons with severe visual impairments or hearing impairments must not operate the via GO.

Instruction in how to operate the device is included in the scope of delivery. Please contact your specialist dealer or an Alber representative to arrange this instruction. The instruction is free of charge.

If you feel a little unsure about how to handle your via GO, please contact your specialist dealer or an Alber representative for advice.

When operating the via GO, you should carefully observe the specifications of the wheelchair manufacturer (e.g. the maximum gradient, the tyre pressure, etc.), and adhere to the general operating instructions for the wheelchair. Never exceed any of the specified limits.

Before using a mobile phone or other such device, first secure the wheelchair on level ground and switch off the via GO. Trips in the vicinity of strong electrical interference fields (e.g. large electric motors) should also be avoided.

In rare cases, operation of the via GO may interfere with other electrical devices, such as anti-shoplifting barriers in department stores.



It is prohibited to start up the via GO before you have received instruction in how to operate it.

Contact your specialist dealer or an Alber representative to arrange this instruction.

Starting up the via GO 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.

1.3 Proper use of the via GO and handling instructions

The add-on drive via GO V24 is designed to assist the support person in pushing the wheelchair, including its user, over a longer distance or up an incline. The add-on drive does not assist the support person when braking the wheelchair. The via GO V24 is designed to offer assistance the support person for manual wheelchairs with an existing manual support brake. The support person must be physically and mentally capable of safely controlling and braking a manual wheelchair in any given situation without the support of the via GO V24.

It is forbidden to make any technical modifications to the device. Do not attach any parts other than the accessories that have been approved for use. The via GO must only be operated under the following conditions:

- Full compliance with the information, instructions and recommendations contained in this operating manual.
- The device is only operated by a person who has been instructed in its use
- No technical modifications have been made to the device by the user or by any third party.
- While the via GO is in use, the arms of the person sitting in the wheelchair must not project over the armrests of the wheelchair.

An instructed person is a person who has been instructed in the operation of the via GO and in their tasks, and who has been made aware of the possible hazards associated with improper use of the device. The instruction session is provided by the authorised specialist dealer or by a representative of Alber. It is strictly prohibited for any uninstructed or unqualified persons to use the via GO.

The via GO must not be used for any transport purpose that contravenes its intended use. This specifically applies to all types of load transportation, e.g. using the wheelchair and via GO to transport household objects.

Alber GmbH regards use of the via GO for any of the following purposes as misuse:

- Use or operation of the device that contravenes the instructions and recommendations in this operating manual
- Exceeding the technical limits defined 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 accepts no liability for damage resulting from

- misuse of the device or
- from use of the device by a person who has not been instructed in its use.

The person sitting in the wheelchair must remain calm when the via G0 is in use. Please note that their specific medical condition may cause some wheelchair users to move in an uncoordinated manner. In such cases, cut your trip short and wait until the wheelchair user has calmed down again.

The person operating the device should be capable of reacting to sudden movements of the person to be transported. It is therefore up to the person who has been instructed in how to operate the via G0 to decide whether it is safe to transport a person with specific medical conditions.



In order to avoid injuries, the operator of the via G0 must wear sturdy footwear. Under no circumstances should the operator wear open sandals, slippers or similar footwear when operating the via G0. Use of the via G0 by a bare-foot operator is strictly prohibited.



Before starting your trip, familiarise yourself with the safety instructions and hazard information contained in the individual chapters of this operating manual.



The via G0 fitted to the wheelchair is only intended for transporting persons with restricted mobility and must not be used for any other purpose, e.g. for transporting goods or as a plaything for children.

1.4 Signs and symbols

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



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”, “forwards”, “backwards” 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 via G0 and the corresponding off-board charger comply with the applicable sections of standards EN 12184 and ISO 7176-14 (for electrically powered wheelchairs) and comply with the EU Medical Devices Directive (MDR) 2017/745. The via G0 is a class I medical device.



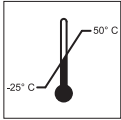
Medical device



For information on how to dispose of the via G0 and its components, please see chapter 7.3.



Protect the device from moisture.



Indicates the temperature range in which the via G0 can be used.



Operation of the via G0: observe the operating manual.

This operating manual contains instructions, information and warnings relating to operation of the via G0 and to charging the batteries. They are to be read and be given due consideration prior to commissioning the via G0 or charging it for the first time.



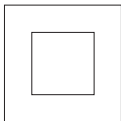
Maximum weight of person that the via G0 can accept as its load capacity: 150 kg



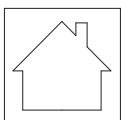
Specification of the manufacturing date on the system label



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



Protective insulation/appliance class 2



Not suitable for outdoor use (charger)



Hazardous goods labelling (class 9) on the packaging

1.5 Permissible operating conditions / operating locations

The via G0 may only be used at temperatures between -25 °C and +50 °C.

Also observe the information regarding the permissible operating conditions in the operating manual of your wheelchair to which the via G0 is attached. 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 via G0.

Avoid using the wheelchair on soft ground (e.g. loose chipping, sand, mud, snow, ice or deep puddles).

Observe the safety instructions and hazard information in the individual chapters of this operating manual.



When not in use, do not expose the via G0 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.



We strongly recommend equipping the wheelchair with anti-tippers. The use of anti-tippers (fitted in pairs) is mandatory when navigating inclines greater than 4.5 degrees (8%).

1.6 Standard scope of delivery

- Drive unit
- Control unit
- Charger
- Operating manual

1.7 Optional accessories

Please refer to the Alber homepage for information about the available accessories.

We recommend using only original accessories supplied by Alber.

The via GO is designed in such a way that best performance is achieved 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 (e.g. a leak or a battery explosion). The warranty does not cover repairs that are necessary due to a malfunction of non-original accessories or spare parts. Alber GmbH will, however, carry out such repairs for you at a charge.

1.8 The main elements at a glance

Drive unit

Mount	1
Compartment for the control unit	2
Cover for the service interface	3
Cover for the charger socket	4
Charger socket	5
Carry handle	6
Drive wheel	7

Bracket on the wheelchair

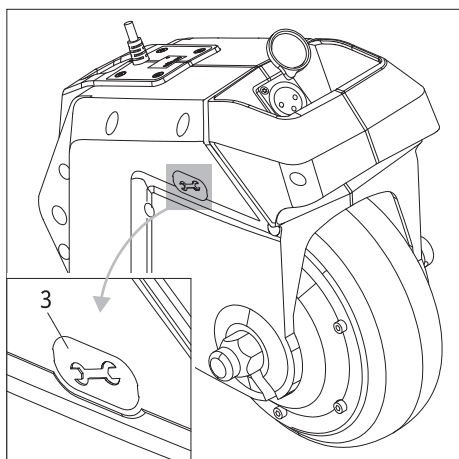
Bracket	8
Lock	9

Control unit

Button for travel signal	10
Button for increasing speed	11
Button for reducing speed	12
On/Off button	13
LED display	14
Opening (on the underside of the control unit)	15

Charger

Charger housing	20
Mains plug	21
LED display	22
Charging plug	23



2. Commissioning and travel mode

The via GO is supplied to you ready for operation. This means that a bracket [8] for holding the via GO has been attached to your wheelchair and the associated control unit has been attached to the push handles.

Your via GO is, thus, ready for operation and can be started and operated by following the instructions in the chapters contained in this operating manual and the instructions given in the free instruction session of your specialist dealer or a representative of Alber GmbH.



The assembly of the drive and the control unit to the wheelchair may only be carried out by Alber or by specialist dealers authorised by Alber.



Regularly check the bracket [8] to ensure that it is firmly secured to the wheelchair.

If a screw connection has become loose, contact your authorised specialist dealer to have it retightened.



The service interface located on the drive unit [3] is reserved exclusively for the specialist dealer's service work.

It must not be used by users of the via GO.

The cover for the service interface must not be removed.



As the via GO does not provide a brake function, the wheelchair must be equipped with brakes (ideally two drum brakes) for operators who are not physically capable of bringing the wheelchair to a stop in all travel situations.



If the brakes are used to bring the via GO to a quick standstill, the wheelchair user must be able, both physically and in terms of their reaction time, to counteract the braking acceleration forces that could occur in doing so. If the wheelchair user is not able to do this, straps must be worn for trips with the via GO.



It is strictly prohibited for any uninstructed or unqualified persons to use the via GO.



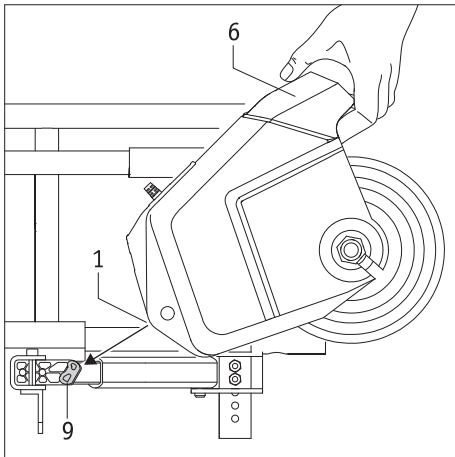
We strongly recommend equipping the wheelchair with anti-tippers. The use of anti-tippers (fitted in pairs) is mandatory when navigating inclines greater than 4.5 degrees (8%).



Follow the operating and safety instructions as well as the hazard information contained in this operating manual before putting your via GO into operation.



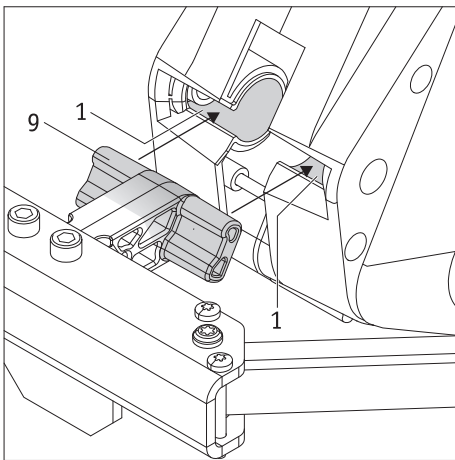
Do not operate or use the via GO if it behaves abnormally or erratically.



2.1 Attaching the via G0 to the wheelchair

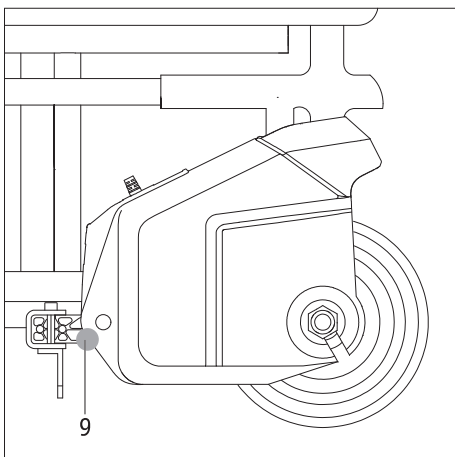
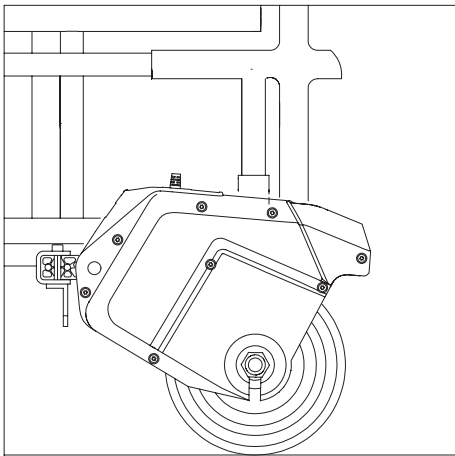
- Make sure that both manual drive wheels have been properly attached to the wheelchair.
- Apply the wheelchair brakes to prevent the wheelchair rolling away inadvertently.
- Attach the control unit to its bracket on the handle of the wheelchair (see chapter 2.4).
- Make sure that the via G0 is switched off (see chapter 2.8).
- Grip the via G0 by its handle [6].
- Roll the via G0 over the drive wheel and up to the lock [9], lift the drive unit and push it forward slightly until it slides over the lock [9].
- You can lower the via G0 towards the ground if the lock [9] is correctly in the mount [1].
- You may now use the via G0.

Note: If the via G0 cannot be lowered to the ground, this is either because it is not correctly in the lock [9] or because it is not completely in the lock. For details, see also chapter 2.3



2.2 Removing the via G0 from the wheelchair

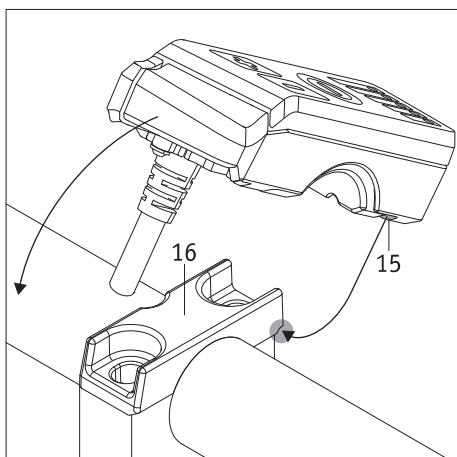
- Make sure that the via G0 is switched off (see chapter 2.8).
- Apply the wheelchair brakes to prevent the wheelchair rolling away inadvertently.
- Grip the via G0 by its handle [6] and swing it up and away from the ground.
- Pull the via G0 out of the lock [9].
- Remove the control unit from its mount on the handle of the wheelchair (see chapter 2.5) and insert it in the storage compartment [2] on the via G0 (see chapter 2.6).



2.3 Parked position of the via G0 on the wheelchair

The via G0 can remain in a parked position underneath the wheelchair if it is not being used.

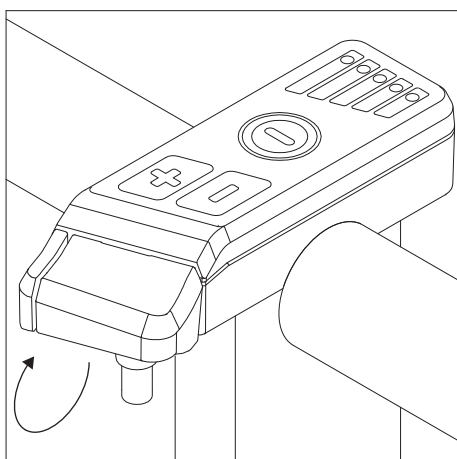
- Lift the drive unit and pull it towards you by approx. 1 cm.
- If you now lower the drive unit, it will remain in the parked position.
- If the via G0 is to be used again, lift the drive unit slightly, push it all the way forward, and lower it.



2.4 Attaching the control unit

A mount [16] has been attached to the right push handle of the wheelchair. The control unit is inserted into this mount.

- Make sure that the control unit is not switched on.
- There is an opening on the underside of the control unit [15]. Hold the control unit at an angle of approx. 45° and insert it in the slot on the right-hand side of the mount.
- Then swing the control unit down until it is in full contact with the mount [16].
- The control unit can now be used.

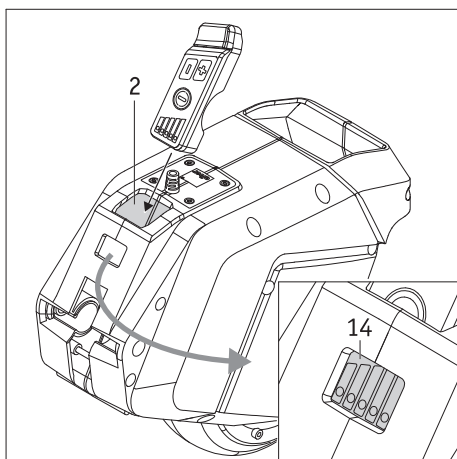


2.5 Removing the control unit

- Make sure that the control unit is not switched on.
- Lightly press against the underside of the control unit from below, tilt it to the right, and then completely remove it from the mount [16].
- To ensure safe storage of the control unit, it should be inserted in the designated opening [2] on the drive unit (see chapter 2.6).



Persons with a pacemaker should not come within 20 centimetres of the control unit, in order to avoid possible malfunctions and resultant harm to health.

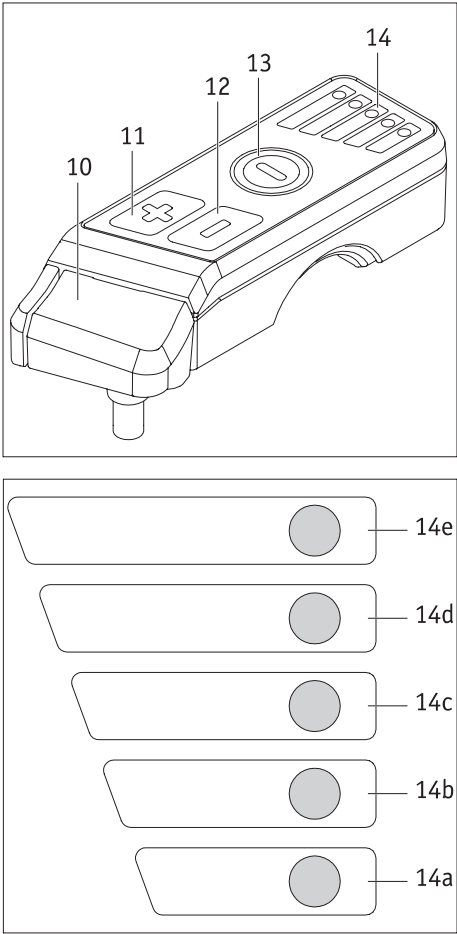


2.6 Storing the control unit

If the drive unit and control unit have been removed from the wheelchair, we recommend stowing the control unit in the drive unit for safe storage.

- Make sure that the control unit is switched off.
- Insert the control unit into the designated compartment [2] in the drive unit.
- There is an opening in the compartment [2]. If the drive unit battery is charged while the control unit is in the compartment [2], you can monitor the LED display [14] and, consequently, the charging progress without having to remove the control unit.

If you take the via G0 on board an aircraft with you: You need to insert the control unit in the compartment [2] on the drive unit in such a way that the On/Off switch is protected against inadvertent actuation.



2.7 Switching on the via G0

To switch on the via G0, press and hold the On/Off button for at least one second [13]. This button is now illuminated green until the via G0 is switched off. If the system is switched on, it is checked for possible errors [14]. In the course of the check, all segments [14a to 14e] light up briefly, one after the other, on the LED display. After this, the currently set speed is displayed for 3 seconds as follows:

LED element	Set speed
14a flashes	1.5 km/h
14a and 14b flash	2.0 km/h
14b flashes	2.5 km/h
14b and 14c flash	3.0 km/h
14c flashes	3.5 km/h
14c and 14d flash	4.0 km/h
14d flashes	4.5 km/h
14d and 14e flash	5.0 km/h
14e flashes	5.5 km/h

The via G0 is not ready for use and shows you the remaining battery capacity via the LED segments [14a to 14e] until it is switched off. The following indications mean:

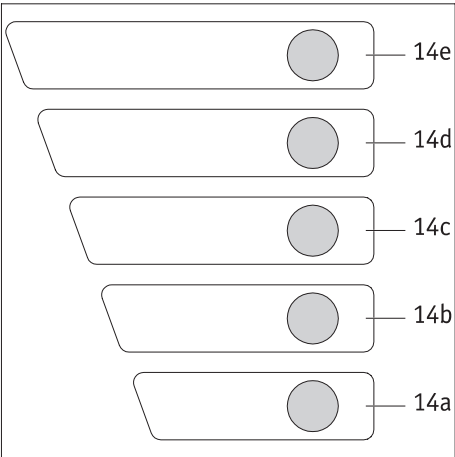
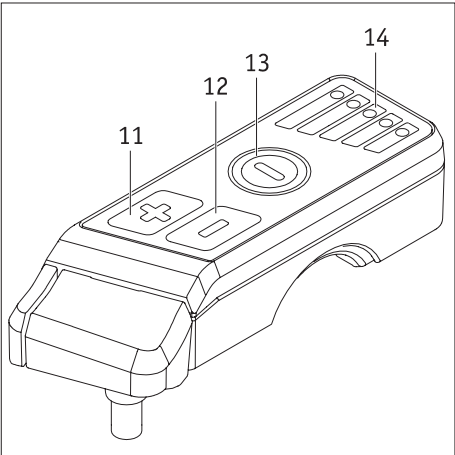
LED element	Residual capacity of the battery
14a to e are illuminated	80 to 100 percent
14a to d are illuminated	60 to 80 percent
14a to c are illuminated	40 to 60 percent
14a and b are illuminated	20 to 40 percent
14a is illuminated	10 to 20 percent
14a flashes	10 percent or less



If an error is detected during the system check, this is also indicated by the segments [14a to 14e]. For details, see also 3.

2.8 Switching off the via G0

The via G0 should be switched off at the end of a trip, not least to conserve the battery's energy reserves.
Press the On/Off button [13] briefly to switch off the via G0. The button's green colouring and the LED display [14] go out. If the via G0 is then removed from the wheelchair, it is also necessary to remove the control unit (see chapter 2.5).



2.9. Setting the speed

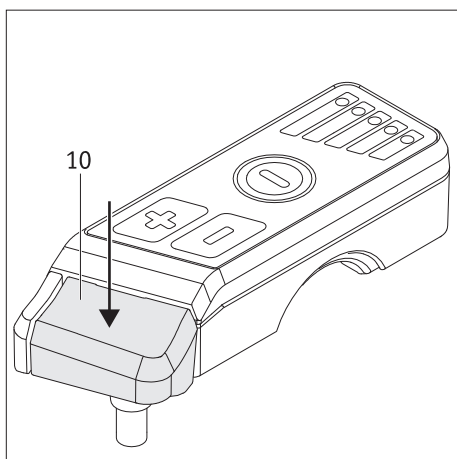
The maximum speed to be reached by the via G0 can be set on the control unit as a customised setting.

- Switch on the via G0 by pressing the button [13] for at least 1 second. Then wait briefly until the system check is complete.
- Pressing the button [11] increases the speed in steps of 0.5 km/h; pressing the button [12] decreases the speed in steps of 0.5 km/h. These increments are displayed as followed on the LED display [14].

LED element	Selected speed
14a flashes	1.5 km/h
14a and 14b flash	2.0 km/h
14b flashes	2.5 km/h
14b and 14c flash	3.0 km/h
14c flashes	3.5 km/h
14c and 14d flash	4.0 km/h
14d flashes	4.5 km/h
14d and 14e flash	5.0 km/h
14e flashes	5.5 km/h



The speed you have selected is saved automatically and is unchanged as the setting each time you switch on the via G0.



2.10 Starting your trip

If all of the tasks described in the preceding chapters have been performed and you have set the speed you want, you can begin your trip.

Pressing button [10] sets the drive unit in motion and it continues to move until button [10] is released.

Please note that the via GO does not have a brake function and the wheelchair must therefore be braked and brought to a standstill via its own brakes.



If you are using the via GO for the first time: Read and observe the instructions for travel mode in chapter 6.



The via GO does not have any brake function.

In this respect, the wheelchair user or the person operating the via GO must be capable of bringing the wheelchair to a stop at any time using the wheelchair brakes.

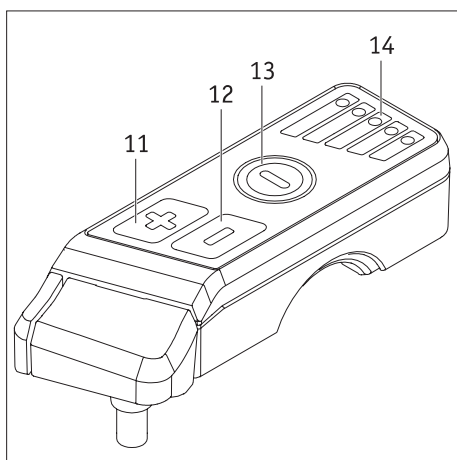
The wheelchair must also be secured via the brakes when navigating slopes and inclines.



We therefore recommend that first-time users of the via GO start with a low top speed. This will allow them to familiarise themselves with the travel characteristics of the via GO.



It is essential that your initial travel attempts do not take place in confined areas.



2.11 Automatic shutdown

If the control unit is not actuated for longer than 120 minutes, it is automatically put into standby mode together with the drive unit (the LEDs go out).

To put the system back into operation, the control unit needs to be switched on again (see chapter 2.7).

2.12 Immobiliser

To prevent misuse of the device, the via GO is equipped with an immobiliser.

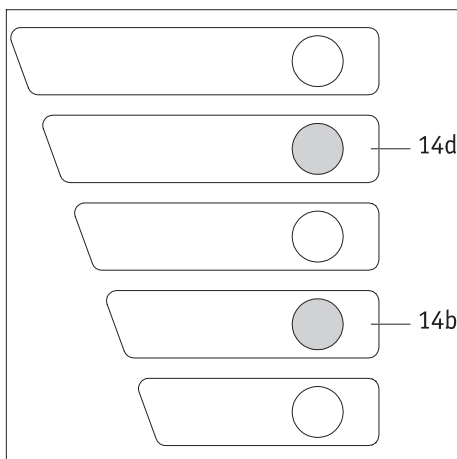
Activating the immobiliser

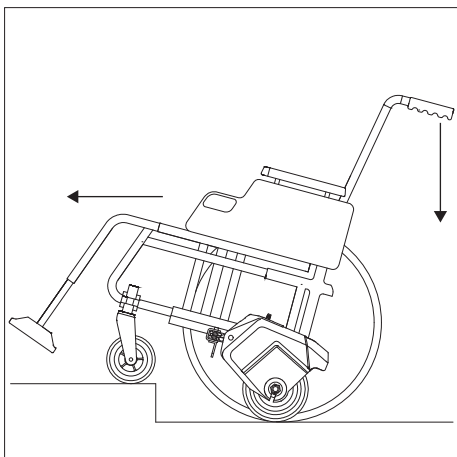
- Turn on the system by pressing the On/Off button [13].
- Press and hold buttons [11] and [12] simultaneously for 5 seconds.
- The immobiliser is now activated. The LEDs [14b] and [14d] flash until the via GO switches off the system automatically after 2 seconds via the automatic shutdown feature.

Deactivating the immobiliser

If the immobiliser has been activated and the system switched off:

- Switch the via GO back on by pressing the button [13]. LEDs [14b] and [14d] flash for 10 seconds at this point.
- Immediately after switch-on, press and hold buttons [11] and [12] simultaneously for 5 seconds.
- The immobiliser is now deactivated and you can resume travel mode.





2.13 Navigating obstacles

Be especially careful when navigating obstacles such as kerbs.

Obstacles can be overcome with the motorised assistance of the via G0 exclusively in slow forward motion. In this regard, the maximum obstacle height is 5 cm (depending on the drive wheels of the wheelchair). Here it may be necessary to use the push handles to push the wheelchair downwards.

If an obstacle needs to be overcome in reverse, switch off the via G0 and put it in its resting position (see chapter 2.3).



Approach every obstacle at a slow pace and apply the wheelchair brakes in good time before you reach it.

Make absolutely sure that you do not approach an obstacle at maximum speed such that the front wheels of the wheelchair hit it, and never attempt to cross an obstacle at maximum speed.

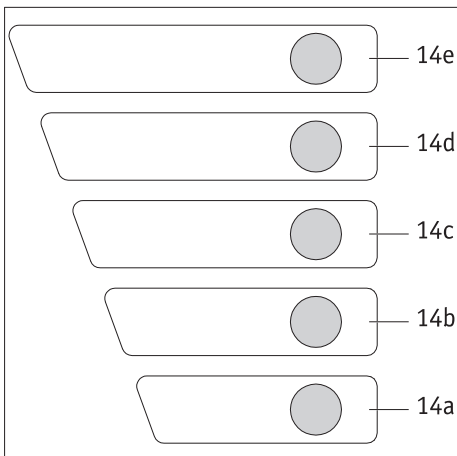
Such manoeuvres could damage the front wheels of the wheelchair in particular or, in extreme cases, cause them to break off.



When crossing obstacles, the wheelchair must not be tilted by pressing on the via G0 with your foot.



Observe the specifications of the wheelchair manufacturer regarding crossing obstacles.



3. Error messages

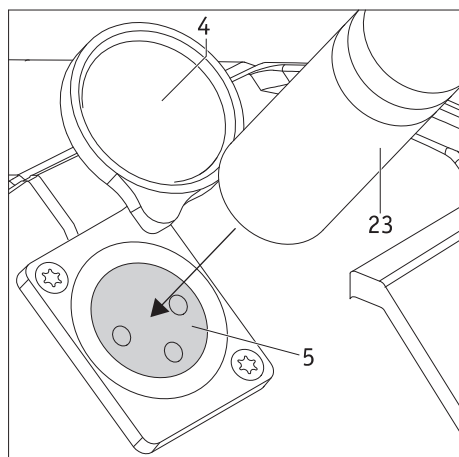
The On/Off button [13] flashes red if an error occurs on the via G0. The elements [14a to 14e] on the LED display [14] indicate the error that has occurred as follows:

LED element	Error	Remedy
14a flashes	Battery capacity too low	Charge the battery.
14a and 14e flash	Drive error or battery error	Switch the via G0 off and on again.
14b, 14c, and 14d flash	Control unit error or control unit cable error	Switch the via G0 off and on again.
14a, 14b, 14c, and 14d flash	Error on the printed circuit board of the via G0	Switch the via G0 off and on again.
All LED elements flash	Charging error	Try charging the battery again.
14a, 14c, and 14e flash	During charging: Temperature of the via G0 outside the permissible range	Let the drive cool down or heat up and then restart the charging process.
	During operation: Temperature of the via G0 outside the permissible range	Let the drive cool down or heat up and then continue your trip.



Contact your specialist dealer if an error persists.

If an error is displayed and it is not listed in the table, this means there is a mechanical or electronic fault on the via G0. In such cases, please contact your specialist dealer or an Alber representative.



4. Battery

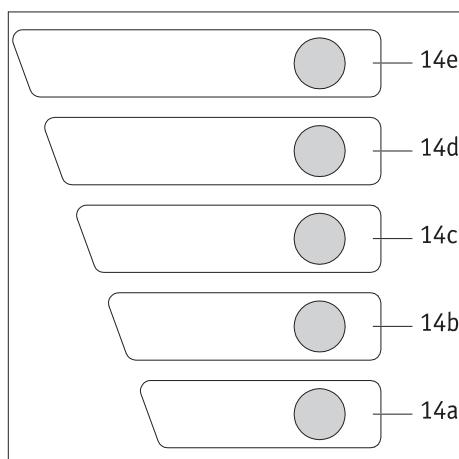
4.1 Charging the battery

The via G0's battery is permanently installed in its housing and cannot be removed from it. The via G0 can remain connected to the wheelchair when charging the battery.

- The batteries may only be charged in a dry room at temperatures of between 0° and 40 °C.
- Switch off the via G0.
- Apply the wheelchair brakes in order to secure it against rolling away inadvertently.
- Swing the cover [4] on the via G0 to one side.
- Insert the charging plug [23] into the charger socket [5].
- **Carry out the charging process as per the specifications in the operating manual included with the charger.**
- When you have finished charging: Swing the cover [4] over the charger socket [5] in order to fully conceal it.

During charging, the charge status of the battery is shown on the display [14] as follows:

LED element	Charge status of the battery
All LEDs are illuminated	80 to 100 percent
14a to d are illuminated	60 to 80 percent
14a to c are illuminated	40 to 60 percent
14a and b are illuminated	20 to 40 percent
14a is illuminated	10 to 20 percent
14a flashes	Charge status below 10 percent
All LEDs flash and the On/Off button [13] flashes red	Error during charging. Carry out the charging process again.



If an error occurs when charging the battery and the error cannot be rectified by charging the battery again, please contact your specialist dealer.



Ensure that the charger plug [23] and the charger socket [5] are clean and that there are no metallic particles inside them. If you detect such particles, use a dry and clean cloth to remove them. For details, see also chapter 7.2



If an error occurs during charging:
Check that all criteria (e.g. ambient temperature, properly connected charging plug, etc.) for the charging process have been met in accordance with this operating manual and the operating manual included with the charger.



After charging, disconnect the charger from the mains socket first and then disconnect it from the via G0.



If the via G0 is connected to the wheelchair during charging, apply the wheelchair brakes to prevent the wheelchair rolling away inadvertently.



As a matter of course, check the charge status of the battery before the start of each trip. The battery should be fully charged before starting your trip. This is to avoid an unintentional standstill caused by an empty battery.



The batteries may only be charged in a dry room at temperatures of between 0° and 40 °C.



Observe the instructions in the operating manual included with the charger.



Observe the other instructions regarding the battery in the subsequent chapters of this operating manual.

4.2 Temperature indicator

Operating temperature

If the permissible temperature range is exceeded or undershot during operation of the via G0 (ambient temperature range approx. -25 °C to +50 °C), the via G0 will switch itself off automatically. LEDs [14a], [14c] and [14e] flash on the control unit. For details, see also chapter 3.

Charging temperature

If the permissible temperature range (0° to maximum 40 °C) is exceeded or undershot when charging the battery, the charging process will be aborted automatically. LEDs [14a], [14c] and [14e] flash on the control unit. For details, see also chapter 3.

4.3 Safety instructions and warnings for the via G0 and the built-in battery



Before starting the charging process, read and observe all instructions and warnings included with the charger, as well as the warnings and safety instructions below.

- In the event of repairs, only the battery supplied by Alber may be used for operation of the via G0. Other types of batteries could burst and cause injuries or material damage. The repairs may only be performed by an authorised specialist dealer.
- Never charge the via G0 in the presence or vicinity of flammable liquids or gases.
- Keep the via G0 away from fire.
- Do not expose the via G0 to moisture of any kind (water, rain water, snow, etc.) during charging.
- Never carry out the charging process in rooms where moisture could affect the via G0.
- In the (unlikely) event of the battery overheating or catching on fire, you must ensure that the via G0 does not come into contact with water or other liquids. The only suitable extinguishing agent that is recommended by the cell manufacturers is sand.
- Never charge the via G0 at temperatures below 0 °C or above 40 °C. If you attempt to carry out the charging process outside of this temperature range, the battery's automatic control element will abort the charging process automatically.
- Your via G0 consumes energy each time you use it. For this reason, you should never run down the battery completely, as doing so can damage the battery in the long term. We recommend recharging the battery immediately after every use if possible.
- Only use the Alber charger included in the delivery to charge the via G0. The charging process will end automatically as soon as the battery is fully charged. As such, overcharging is impossible.
- If the charging process is complete, disconnect the charger from the mains socket first and then disconnect it from the via G0.
- Do not immerse the via G0 in water. Doing so could lead to irreversible damage.
- The service life of the battery depends on the via G0's storage location, among other factors. As such, never leave the via G0 in hot locations for prolonged periods of time. In particular, use the boot of a car parked in the sun only for transport – never as a storage location.

4.4 Safety instructions and warnings regarding storage of the via GO

- Do not expose the via GO to moisture of any kind (water, rain water, snow, etc.).
- Charge the via GO prior to storage and check their charge status every 3 months.
- Store the via GO in a cool and dry location where it is safe from damage and unauthorised access.
- Before shipping or transporting a damaged via GO, consult your specialist dealer or the Alber Service Centre.
- The via GO must be inspected if it is damaged or defective. Please contact your specialist dealer and clarify the further course of action regarding returns and repairs. The defective/damaged via GO must not be used further or opened under any circumstances.

4.5 Safety instructions and precautions on how to transport and ship the via GO

Lithium-ion cells are used for the via GO's built-in battery. Transport and shipping of the via GO are therefore subject to all applicable statutory regulations, which must be strictly observed. For example, a defective device must never be transported by plane or carried as luggage.

As transport regulations may change annually, we strongly recommend that you consult your travel operator, airline or shipping line before you set out on your trip in order to learn about the current applicable regulations.

Our transport certificate may be helpful in this regard. You can obtain this certificate by calling the Alber Service Centre (tel: **0800 9096 250**) or by downloading it at **www.alber.de**.

If your via GO is defective, please take it personally to your specialist dealer or to an Alber representative, as postal shipments and shipping via other carriers is also strictly regulated with regard to lithium-ion batteries. We do again recommend that you contact your specialist dealer or an Alber representative.



Discuss transport with your specialist dealer or an Alber representative prior to shipping

4.6 Safety instructions and warnings for the charger



Before starting the charging process, read and observe all instructions and warnings included with the charger, as well as the warnings and safety instructions below.

- Only use the charger supplied by Alber to charge the via GO. The charging process will end automatically as soon as the battery is fully charged. As such, overcharging is impossible.
- Do not use the charger to charge any battery other than the battery of the via GO.
- If the charging process is complete, disconnect the charger from the mains socket first and then disconnect it from the via GO.
- Never use a charger that is not supplied by Alber.
- Do not expose the charger to moisture of any kind (water, rain water, snow, etc.) during charging.
- 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 the condensation has evaporated. This can take several hours.
- Never 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.
- Never subject the cable or plug to any pressure. Overstretching or bending the cables, pinching a cable between a wall and a window frame or placing heavy objects on a cable or a plug could result in electric shock or fire.
- Lay the power cable and the charger cable in such a way that nobody can step on it or trip over it and in such a way that cable and charger are protected against any other harmful effects or stress.
- Do not operate the charger if the power cable, the charger 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, authorised by Alber, for repair.
- The charger must not be used by young children.
- The charger is designed to operate only with mains alternating voltage of 100 V to 240 V.
- Never attempt to dismantle or modify the charger.
- Do not cover the charger during the charging process or place any objects on top of the device.
- Position the charger securely on a level surface.

- Never connect the terminals of the charging plug to any metal objects.
- Ensure that the mains plug is firmly inserted in the socket.
- Never touch plugs with wet hands.
- Do not use the charging plug or the mains plug if they are wet or dirty. Before plugging them in, clean the plugs using a dry cloth.
- Once the charging process is complete, first disconnect the charger plug from the socket and then disconnect the charging plug from the via GO.

5. Transport and storage

5.1 Using the wheelchair as a vehicle seat

If the wheelchair is to be used as a vehicle seat, the relevant specifications of the wheelchair manufacturer must be observed. Similarly, the via GO and its control unit must not remain connected to the wheelchair; they must be removed from it. When stored in the vehicle, both parts must always be secured to prevent them flying around in an uncontrolled manner. This is to ensure that they do not pose a risk to passengers during a braking manoeuvre.



If the via GO is connected to the wheelchair, the wheelchair must not be used as a vehicle seat.

Vehicles with a wheelchair lift

- If the vehicle is equipped with a wheelchair lift or similar equipment, the wheelchair with the via GO may only be moved onto the platform if extreme caution is exercised.
- Drive slowly and carefully.
- Make sure that neither you nor the wheelchair user make any sudden, abrupt or jerky movements.
- Look in the direction of travel and avoid any distractions.
- If the wheelchair user is in the vehicle and if the wheelchair is used as a vehicle seat, the via GO and its control unit must be removed from the wheelchair.
- If the wheelchair user is re-seated on a standard seat in the vehicle, the user must be protected by the vehicle's own safety system, e.g. airbags and side-on collision protection.



Alber GmbH accepts no liability whatsoever for any accidents, their consequences, or damage to the wheelchair, the via GO or other objects and installations that result from failure to comply with these requirements and instructions.

5.2 Safety instructions for transportation of the via GO and a wheelchair in a vehicle

The via GO and the control unit must be removed from the wheelchair during transport.

Both parts must be secured in such a way that they do not pose a risk to passengers during a braking manoeuvre. As the safeguard, we recommend that you secure the via GO in the vehicle using sufficiently stable straps, for example. Please note that this is a non-binding recommendation (we accept no liability for the results of such action). The via GO must not be stored without first being secured.

Please also observe the instructions and specifications of the wheelchair manufacturer.

Please check whether there are specific regulations regarding the safeguarding of the via GO and the control unit in your jurisdiction; if there are, always adhere to these regulations.

Accidents of any kind, and their consequences, as well as damage to the wheelchair or the via GO that

- result from non-compliance with these instructions
- result from non-compliance with the applicable laws and regulations in the country of use
- can be attributed to the use of impermissible or unsuitable safety systems

are situations for which Alber GmbH and their representatives do not accept any liability.

5.3 Safety note regarding the electrical connections

Ensure that the via GO and its control unit are stored in a safe and, first and foremost, clean location during transport or storage. Never allow metal splinters, metal chips or any other small parts to get into the charger socket [5] or the charging plug [23].

If the via GO has been transported multiple times or stored for a prolonged period of time, the charger socket [5] and the charging plug [23] should be cleaned with compressed air to prevent any dirt present (metal particles such as chips or such like) from causing a short circuit.

5.4 Storage

- If possible, store your via GO on a surface that is easy to clean.
Experience has shown that certain tyres (e.g. bicycle tyres) can leave behind residues on some plastic floors (e.g. PVC floors) that cannot be removed. The via GO is also equipped with such commonly used tyres. If you are unsure in this regard, we recommend that you use cardboard as an underlay. Alber GmbH fundamentally rejects liability for any damage caused to floors.
- If your via GO will not be operated for a prolonged period of time, the device is to be stored in a dry environment, preferably at room temperature (+15 °C to +25°C). The via GO can be stored between a minimum temperature of -40 °C and a maximum temperature of +65 °C.
- Do not place the via GO on its drive wheel [7] if it is to be stored for a prolonged period of time, as doing so could cause the device to wobble (over time).
- If stored exclusively, the via GO should be connected to the supplied charger every 3 months and be fully recharged. This ensures that your via GO will work properly even after prolonged storage.
- After the via GO has been charged, disconnect the charger from the mains supply.
- The batteries installed in the via GO are lithium-ion batteries. If handled correctly, they are leak-proof and do not require any maintenance apart from regular charging, as described above.

5.5 Folding the wheelchair

You can fold the wheelchair and stow it to save space without having to remove the bracket of the via GO [8] from the wheelchair. Alber recommends removing the via GO from the wheelchair in order to fold the wheelchair: The folded wheelchair is narrower without the via GO. Please refer to your wheelchair's operating manual for further information about folding the wheelchair.

6. Safety instructions and hazard information

To ensure safe use of your via GO, adherence to the instructions below is essential.

6.1 Safety instructions

Before beginning your trip:

- In order to avoid injuries, the operator of the via GO must wear sturdy footwear. Under no circumstances should the operator wear open sandals, slippers or similar footwear when operating the via GO. Use of the via GO by a barefoot operator is also prohibited.
- Before a user can take a seat in the wheelchair, the wheelchair brakes must be applied, and the via GO must be switched off in order to prevent the wheelchair from rolling away inadvertently.
- If you discover that a feature of the via GO does not work as described in this operating manual, you must not continue to use the device. Contact your specialist dealer or a representative of Alber GmbH to have the error corrected.
- Never use the via GO as a step.
- Never reach between the drive wheel [7] and the housing with your hands.
- Before using the via GO to navigate slopes or inclines, you should be able to operate the add-on drive safely on level ground.
- The via GO may only be attached to wheelchairs that have been approved by Alber GmbH for this device. As the via GO does not provide a brake function, the wheelchair must be equipped with brakes (ideally 2 drum brakes) for operators who are not physically capable of bringing the wheelchair to a stop in all travel situations.
- The bracket holding the via GO in place may only be installed and modified by Alber GmbH, a representative thereof, or by an Alber authorised specialist dealer.
- When using the via GO, always strictly adhere to the operating manual for the wheelchair.
- The via GO must only be operated by the support person. As there is a risk that the wheelchair could topple over when travelling on slopes, the device is not suitable for independent wheelchair users. The support person must be capable of catching the wheelchair, and its occupant, if the wheelchair tips backwards or tips over sideways.
- We strongly recommend equipping the wheelchair with anti-tippers. The use of anti-tippers (fitted in pairs) is mandatory when navigating inclines greater than 4.5 degrees (8%).
- The brakes on the wheelchair to which the via GO is attached must be positioned in such a way that they can be easily operated by the support person pushing the wheelchair.
- The drive wheel of the via GO is a tubeless, solid rubber tyre. Check the condition of the wheel before each trip. This tyre must still have sufficient tread. If cracks are detected in the rubber tread, the via GO must not be used further. A new wheel is only available as a spare part from Alber GmbH. You can arrange this with your specialist dealer.

- Ensure that the air pressure in the wheelchair tyres corresponds to the specifications of the wheelchair manufacturer. Both parameters have a direct influence on travel characteristics and the range when on a trip with the via GO.
- The via GO should be inspected and serviced every 2 years by Alber, an Alber representative or your specialist dealer (see also chapter 7.5).
- The wheelchair on which the via GO is operated must be equipped with wheel reflectors for trips at night. Similarly, only well-lit paths should be used at night and the user should wear a high-visibility vest.

Observe the following points when on a trip with the via GO:

- Begin your trip. Always start at the lowest speed and increase it slowly until you reach the desired walking pace.
- The maximum safe tilt of the via GO is 9.1° (16%) with a maximum load of 150 kg. On slopes and inclines, the operator must be able to prevent the wheelchair from tipping over (in any direction) at all times.
- When navigating slopes and inclines, the maximum permissible incline specified by the wheelchair manufacturer must not be exceeded.
- Especially when travelling on slopes, ensure that the speed is set in such a way that it is not faster than a comfortable walking speed for the operator.
- Please note, especially with regard to slopes and inclines, that the via GO does not have a brake function.
- Never approach steps or steep slopes at maximum speed.
- If the via GO is switched on, every impulse at the button [10] is converted into a travel command. It is therefore imperative that inadvertent impulses be prevented as much as possible. When stopping or waiting in potentially hazardous areas (e.g. while waiting at a traffic light, on slopes and inclines or on ramps of any type), switch off the via GO and do not touch the button [10].
- Also make sure that children do not touch the button [10] and, in doing so, set the via GO in motion.
- Do not attach any objects (shopping bags, etc.) directly to the control unit or in its vicinity. If these objects make contact with the button [10], this could result in inadvertent travel impulses.
- When travelling on pavements, keep a safe distance (preferably the width of a wheelchair) from the kerb.
- When using the via GO, only cross kerbs in forward motion; reversing is not possible when using the via GO. Read the information in chapter 6.2.
- When travelling over kerbs, observe the maximum climbing height specified by the wheelchair manufacturer.
- Avoid using the wheelchair on soft ground (e.g. loose chipping, sand, mud, snow, ice or deep puddles).
- Never leave the via GO unattended, even if it is switched off. However, if this cannot be avoided, you can activate the immobiliser (see chapter 2.12).
- During longer trips, the via GO's drive could get hot. For this reason, do not touch the drive immediately after a long trip (e.g. when loading the via GO into the car).
- Take care not to store the via GO in places that are exposed to direct sunlight. The extent to which the components of the via GO could heat up varies with the intensity of their exposure to the sun.
- The performance of the via GO can be adversely affected by electromagnetic fields that are produced by mobile phones, for example. Therefore, switch off the add-on drive if mobile phones are being used in the vicinity of the wheelchair.
- Conversely, the via GO could interfere with other electrical equipment such as anti-shoplifting barriers in department stores.
- When on a trip, ensure that there is a sufficient distance between your feet and the drive wheel [7] of the via GO, so as to avoid any type of contact between your footwear and the drive wheel. Open shoes or barefoot use pose a risk because your extremities could be caught in the rubberised drive wheel, which could potentially lead to injuries through crushing.

Observe the following points after your trip with the via GO:

- Before a user leaves their seat in the wheelchair, the wheelchair brakes must be applied, and the via GO must be switched off in order to prevent the wheelchair from rolling away inadvertently.
- When not in use, switch off the via GO immediately in order to avoid inadvertent triggering of a travel impulse caused by contact with the button [10], and to prevent the self-discharge of the battery. Apply the manual brakes on the wheelchair.
- Only park the wheelchair and the via GO in a dry and safe place. Never allow moisture to enter the via GO, its battery or the control unit.
- If possible, recharge the battery of your via GO immediately after your trip if possible.

6.2 Obstacles

Obstacles, such as kerbs, can only be crossed with the via G0 when travelling forwards.

When crossing an obstacle in reverse, the via G0 should be switched off and put in the parked position to ensure that the via G0 is not set in motion if the button [10] is actuated inadvertently.

The wheelchair is to be lifted by its handles when crossing an obstacle. When travelling over kerbs, observe the maximum climbing height specified by the wheelchair manufacturer.

6.3 Hazardous areas and hazardous situations

The operator of the via G0 must decide, independently, whether it is safe to navigate the intended route based on factors such as their skill level and their physical strength. Before undertaking a trip, the operator must check the via G0 for worn or damaged tyres. The charge status of the battery, the proper operation of the control elements, and the manual brakes on the wheelchair must also be checked.

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 of the person operating the via G0:

- Narrow footpaths, gradients (e.g. ramps and driveways), narrow paths along slopes, mountain paths.
- – Narrow and/or steep/inclined paths along main roads or near precipices.
- Paths covered with leaves, snow or ice.
- Ramps and lifting equipment on vehicles.



The via G0 does not have any brake function.

This means that the wheelchair does not come to an immediate stop after the via G0 is switched off; it will continue to roll, especially on slopes.

In this respect, the wheelchair user or the person operating the via G0 must be capable of bringing the wheelchair to a stop at any time using the wheelchair brakes.



Always adapt the speed of the via G0 to external conditions.

Always be prepared for obstacles to occur suddenly and stop the wheelchair in good time in such cases.



Exercise extreme caution when travelling along quay walls, berths and marinas, paths and areas near water, bridges and dykes without railings. Never travel too close to bodies of water.



Gradients of maximum 9.1 degrees (16%) are supported by the via G0 with a maximum load of 150 kg. On greater slopes and inclines, the operator must be able to prevent the wheelchair from tipping over (in any direction) at all times.

The basic prerequisites include proper tyre tread, correct wheelchair tyre pressure, firm ground, and a maximum load of 150 kg.



When cornering or turning the wheelchair on slopes or inclines, the centre of gravity of the wheelchair may be shifted leading to a risk of the wheelchair tipping over to the side. Therefore, proceed with extreme caution and reduce your speed.



Particular caution is required when crossing main roads, crossroads, and level crossings. Never cross rail tracks in roads or at level crossings by travelling parallel to them, as the wheels could get stuck in the rails.



Proceed with special caution when navigating ramps or lifting platforms of vehicles. Before lifting or lowering the ramp or lifting platform, switch off the via G0. The button [10] must not be actuated. The hand brakes on the wheelchair must also be applied. This prevents the wheelchair from rolling away due to inadvertent travel commands, for example.



If the ground is wet, tyre grip may be poor so that there is an increased risk of slipping. Adjust your user behaviour accordingly.

7. Care, maintenance, and disposal

7.1 Charging the battery

Your via G0 consumes energy each time you use it. Before storing the via G0, you should never run down the battery completely, as doing so can damage the battery in the long term. We recommend recharging the battery immediately after every use if possible. Only use the mains charger supplied with the via G0 to charge the battery. The charging process will end automatically as soon as the battery is fully charged. As such, overcharging is impossible. For further instructions regarding the battery, see also chapter 4.

7.2 Cleaning and disinfection

- Never use benzene, thinner, acetone or similar agents for any cleaning process. Instead, use only conventional household cleaning agents and disinfectants (isopropanol).
- The drive unit and control unit may only be wiped down with a moist (not wet) cloth.
- The bracket attached to the wheelchair is to be cleaned with a moist (not wet) cloth.
- The drive wheel should be cleaned of dirt at regular intervals, ideally with compressed air or a dry brush.
- All electrical connections (charger socket [5] and charging plug [23]) must be checked for potential contamination before connection, as there could be metal particles such as chips or similar on the surfaces of the components. This would cause a short circuit.
- Clean the components with clean and dry cloths; never use wet or damp cloths.

Your via G0 is an extremely low-maintenance device. With the exception of the tyres, the add-on drive does not contain any noteworthy wear parts. To enable the safe transfer of the driving force of your via G0 at all times, the tyres must have sufficient tread.

Disinfection instructions

- Wipe down all surfaces of the via G0 and its components with a moist (not wet) cloth.
- Please note that the via G0 and its components must not be sprayed with a steam jet or similar equipment.
- Apply the disinfect to all surfaces of the via G0 and its components.
- Let the disinfectant act as per the manufacturer's specifications.
- Remove the disinfectant by wiping it off or as specified by the manufacturer.



In rare cases, depending on how the floor detergents or floor impregnating agents are used, visible residues and sometimes pressure marks from the tyre are left behind on carpets and floors if the via G0 is stored for a prolonged period of time. We do not accept any liability in such cases. We generally recommend that you store the device on hard-wearing floors and, for prolonged storage, on a protective mat or cardboard underlay.



Should you observe a deterioration of the usual travel characteristics on your via G0 (e.g. irregular rolling, spinning or slipping wheels), please contact your specialist dealer or an Alber representative to have the tyres checked.



Service and repair work on the via G0 may only be performed by authorised specialist dealers, by Alber, or by an Alber representative. If errors occur, please contact your specialist dealer or an Alber representative for advice.

7.3 Disposal



This device, its battery, and its accessories are durable products. Nevertheless, they may contain substances that are hazardous to the environment if the parts are disposed of in locations (e.g. landfills) that are not intended for the disposal of such materials according to the applicable statutory regulations for the country in question. The product is labelled (in accordance with the 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 familiarise yourself with the applicable waste disposal regulations in your country. Alternatively, return these components to Alber, an Alber specialist dealer, or an Alber representative for proper and environmentally sound disposal.

7.4 Reuse

If your via GO has been provided to you by your health insurance company and you do not need it any longer, please contact your health insurer, an Alber representative, or your authorised specialist dealer. Your via GO can then be easily and efficiently reused.

A safety inspection of the via GO should be performed before each reuse. The brackets with which the via GO is attached to the wheelchair can be easily and quickly removed by the authorised specialist dealer or an Alber representative and be mounted on a new wheelchair.

In addition to the cleaning instructions specified in chapter 7.2, the via GO drive unit and the control unit must be disinfected before reuse. Use only alcohol-based disinfectant wipes approved by the Robert Koch Institute (RKI); see manufacturer's recommendations for application time and concentration. Example: Bacillol AF, application time 15 minutes.

7.5 Maintenance

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

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 depending on the actual use of the product and the behaviour of the user. Checking the degree of use 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.

8. Warranty, guarantee, and liability

8.1 Warranty for defects

Alber guarantees that the via GO is free of defects at the time of transfer. This warranty expires 24 months after the date of delivery of the via GO.

8.2 Guarantee of durability

Alber provides a 24-month guarantee of durability for the via GO. The guarantee of durability does not apply to:

- Devices whose serial numbers have been tampered with or removed.
- Wear parts such as brakes, tyres, and control elements.
- 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.

8.3 Liability

Alber GmbH as the manufacturer of the via GO shall not be liable in cases where

- The via GO was used incorrectly.
- The via GO was not serviced every 2 years by an authorised specialist dealer, by Alber GmbH or by an Alber representative.
- The via GO was operated in contravention of the instructions in this operating manual.
- The via GO was operated with an insufficient battery charge.
- The via Go was repaired or modified by persons not authorised to carry out such work.
- Third-party parts were attached to or combined with the via GO.
- Parts of the via GO were removed.

9. Important legal notice for the user of this product

Incidents that occur due to product malfunctions and result in serious personal injury are to be reported to the manufacturer and the competent authority of the EU Member State in which the user is established.

With regard to the Federal Republic of Germany, these are:

- Alber GmbH (see the back of this operating manual for details of the address)
- The German Federal Institute for Drugs and Medical Devices (BfArM),
Kurt-Georg-Kiesinger-Allee 3
53175 Bonn, Germany
www.bfarm.de

With regard to EU Member States, please notify:

- Your Alber dealership (see the back of this operating manual for details of the address)
- The authorities in your country responsible for incidents involving medical devices

An overview of the competent authorities can be viewed online at: <http://ec.europa.eu/growth/sectors/medical-devices/contacts/>

10. Important information about air travel

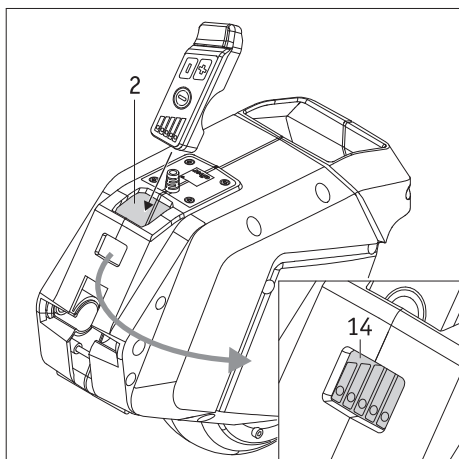
10.1 Taking the battery with you during air travel

The technical design of the via G0, and specifically the lithium-ion battery contained therein, complies with the applicable standards, directives, and laws. It meets the requirements of the International Air Transport Association (IATA) for air transport. We confirm this annually in the form of our transport certificate. This is prepared on the basis of the new IATA Dangerous Goods Regulations, which are not usually published until mid-December of each year. The current certificate is available for download on the Alber homepage: (<https://www.alber.de/de/hilfe-service/alber-service/reisen-mit-alber-produkten/>). We would be happy to send it to you on request.

However, when planning a trip, please contact your travel agent or the airlines to discuss taking the via G0 with you on any flight you may book. At the end of the day, the decision to allow or refuse the via G0 on board is made at the pilot's discretion. Neither Alber GmbH nor their specialist dealers are able to influence the pilot's decision.



Please also note the applicable regulations for transporting lithium-ion batteries in the countries you are visiting.



10.2 Storing the control unit during air travel

If you take the via G0 on board an aircraft with you: You need to insert the control unit in the compartment [2] on the drive unit in such a way that the On/Off switch is protected against inadvertent actuation (see also chapter 2.6).

11. Product safety information

All the components of your via G0 have undergone functional tests and extensive inspections. However, in the event of an unforeseeable impairment in the operation of the via G0, the following web pages contain prompt and appropriate safety information for customers:

- Homepage of Alber (manufacturer of the via G0)
- Homepage of the German Federal Institute for Drugs and Medical Devices [BfArM]

If corrective measures are necessary, Alber will notify the specialist dealer, who will then contact you.

12. Technical data

Drive unit including battery control unit

Range (1):	up to 12 km (*)
Speed:	1.5 km/h to 5.5 km/h in steps of 0.5 km/h
Nominal gradient:	9.1° [16%] for a system weight of 170 kg
Operating voltage:	36 V
Rated power of engine:	250 W
Operating temperature:	-25 °C to +50 °C
Maximum user weight:	150 kg (system weight 170 kg)
Protection rating:	IPX4

Battery (installed in the drive unit)

Cell type:	Lithium-ion cells, leak-proof and maintenance free
Rated operating capacity:	36 V
Rated capacity:	4.5 Ah
Rated energy:	162 Wh
Charging temperature:	0 to +40 °C
Operating temperature:	-25 °C to +50 °C

Weight of components

Drive:	5.3 kg
Control unit:	140 g
Battery charger:	540 g
Total weight:	5.98 kg

Tyre on wheel

Model and type:	Exchangeable solid rubber tyres for firm ground
Size:	123 x 45
Air pressure:	Solid rubber wheel, therefore puncture-proof

(*) The range varies depending on the terrain and the prevailing usage conditions. The specified maximum range is valid for optimum travel conditions (level terrain, a newly charged battery, ambient temperature of 20 °C, smooth travel, etc.).

We expect an estimated average service life of five years for this product, provided that the product is used as intended and maintained and serviced in accordance with all the instructions specified in the operating manual. This service life can be exceeded by handling, servicing, maintaining and using the product with care and insofar as 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 does not constitute an additional warranty.



The via GO and the corresponding off-board charger comply with the applicable sections of standard EN 12184 and ISO 7176-14 (for electrically powered wheelchairs) and comply with the EU Medical Devices Directive (MDR) 2017/745. The via GO is a class I medical device.

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

Charger



For technical information and instructions, please refer to the separate operating manual for the charger.








13. Labels

There are labels on the via G0 and the charger which contain various details on the product. In case of a fault in the device, components can be replaced by your specialist dealer within the Alber exchange pool or be sent for repair. For this purpose, your specialist dealer will require certain details that are printed on the labels. The following illustrations are for example purposes only.

Systemnr. / System No.
Produkt [Product]
Betriebsspannung [Nominal Voltage]
Max. Geschwindigkeit [Max. Speed]
Motor Nennleistung [Rated Power]
Nenn-Steigung [Rated Slope]
Batterie Typ [Battery Type]
Batteriekonfiguration [Battery Config.]
Batterie Nennenergie [Rated Energy]

V24229999
via GO V24
36 V
5,5 km/h [3.4 mph]
250 W
9.1° [16%]
Lithium-Ion
10INR19/66-2
162 Wh


2022-12-05




Alber GmbH
Vor dem Weissen Stein 14
D-72461 Albstadt
Made in Germany
(01)04046727231545
(11)221205
(21)V24229999

System label


The system label is located on the underside of the via G0 and provides information on its important technical data. This makes it possible to trace the system, for example.

Wartung
Maintenance

am/at:

durch/by:

in (PLZ)/in:


01	nächste	07	
02	next	08	
03		09	
04		10	
05		11	
06		12	
2021	2022	2023	2024

“Maintenance” label

This label indicates the time of the next maintenance due. It is on the underside of the via G0







BATTERY CHARGER
BC3610LI


ODM-Model: WS40-1-36
Input Voltage :100~240Vac
50/60Hz
Input Current: 0.2A~0.4A
Input Power: 41W
Output Voltage: 36V
Output Current: 1A
Battery Capacity : 2Ah~10Ah
Battery type:
Rechargeable lithium ion
Protection class:IP31
Polarity of connector:



1 +
2 -
3 Inhibit

Indication:
Green Flashing-charging in progress
Green -Charging finished
Red -Fault

**CAUTION:**
- Read instructions before use for charging.
- Dry location use only.
- Disconnected the supply before making or breaking the connection to the battery.
- Charge only the batteries mentioned in the manual. other types may burst causing injury and damage.
Made For **alber** by
Shanghai Winsunny Electronics Technology Co., Ltd.

“Technical data” label on the charger

The label shown opposite is located on the underside of the charger and provides information on its technical data, for example.



Component label

The component number (number in centre of the label, marked with an arrow in the diagram opposite) is needed for repairs and within the Alber exchange pool, for example. Component labels are located

- on the underside of the via GO
- on the underside of the control unit
- on the underside of the charger

rehab**hire** & sales

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