

Response from Warnerbus

Good afternoon Stephanie,
Warnerbus supplies many different vehicles for Care Homes, Charities, Local Authorities and Passenger Transport Associations (some taxis). In short, we would visit each individual project to determine correct vehicle is Specified to meet that individuals needs. We supply all OEM vehicles on a best fit solution for that particular Service. Our website would give you some guidance but not a definitive answer to many of your questions. There is not a one conversion fits all solution, hence we bespoke build for each customer. For your information, we would not supply a Renault Trafic with parallel ramps, this vehicle would have an internal tail lift and a high roof. An entry slope of 12 degrees would be maximum for a ramp of any kind, let alone 2 separate telescopic ramps. In answer to your listed questions :

- a) All vehicles would be suitable for a forward facing wheelchair complete with tie downs, passenger 3 point belts and most importantly Type Approved by VOSA.
- b)The list is too long and combinations too great to list as wheelchairs and vehicles.
- c)Electric vehicles are currently unsuitable for wheelchair transportation.
- d)All the vehicles we supply are rear loading.
- e) Tip and turn seats and swivel seats are available
- f)We would not recommend parallel ramps for any vehicles. Risk assess this method of loading and unloading wheelchairs.
- g)All our conversions are fitted with the highest standard components, having been Tested and verified by the VCA and VOSA.

Our suppliers / Manufacturers are in constant dialogue with wheelchair Manufacturers to ensure absolute safety during transportation.

I hope this helps you with your task.

Many Thanks

ABWallis

Andrew Wallis
Director
Warnerbus
ISO9001:2008 accredited

Response from London Taxis

(a) What wheelchairs each of your vehicles is designed for, ie The London Cab for the reference wheelchair, the invicta, harrier or badger wheelchairs etc.

(b) what wheelchairs can be accommodated by these vehicles

(c) if any of your vehicles are available as electric or low emission vehicles
We do not currently retail a low emission or pure electric vehicle. As a company we are investigating which low carbon technology is most suited to a taxi, in-line with our new chairman's commitment to Vince Cable to invest over £100,000,000 in a brand new low CO2 vehicle. Indicative timing for the introduction of this purpose built taxi is circa 2018.

(d) which vehicles are able to load wheelchairs from the rear, side or both
The London Taxi is designed only to load wheelchairs from the side, purely for safety reasons so as not to put the passenger or the driver in a dangerous position on the road with traffic approaching them from behind and out of their vision.

(e) is a swivel seat available

A swivel seat is fitted as standard to all London Taxis regardless of model or price.

(f) Which vehicles can only have parallel ramps and if so why?

We only have a one piece fold out ramp with the extension in the boot of all vehicles should the wheelchair need to be loaded from the road and not the kerb.

(g) What, if any, type of crash testing and safety testing have your vehicle modifications been subject to

Our vehicle is a purpose built taxi hence has not been modified in any way to achieve crash test or vehicle safety compliance. The TX4 taxi is approved to the full requirements of EU whole vehicle type approval, including all the crash & safety requirements that apply.

Paul Kelsey
London Taxis

Response from Minibus Options

Thank you for the enquiry.

All of our conversions are bespoke and all provide wheelchair access through the rear doors. Where wheelchair access is using a ramp (rather than a tail lift) this is mounted permanently inside the rear doors, it is hinged and folds in two as it stows.

We do not supply (parallel) channel ramps on any vehicles.

We do not provide advice on the amount of space required for any particular model of wheelchair, but would point out if the amount of space requested seems too small. Some vehicles have one or more permanent wheelchair spaces, while most will have removable or folding seats to create space for the wheelchair/s.

Any of our vehicles could accommodate very large wheelchairs, providing the customer so requested.

All vehicles, once built, are submitted for M1 Type Approval assessment. All the internal equipment – seats and wheelchair equipment – is thoroughly tested and certified.

I think you will find that Unwin Safety Systems carry out a lot of R&D with wheelchair designers.

Best regards

Steve Moore
Minibus options