BY CONNIEHANSEN

Empowered to go on

PETRA

&

CROSS RUNNER

Manual Edition: ENG 2015

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CONGRATULATIONS ON YOUR NEW PETRA / CROSS RUNNER

The PETRA project started back in 1989 with a quick idea put down on a napkin at a Danish Athletic Section meeting. My idea was to create a light and stable running frame with large wheels suited for both track and road races. It should combine the best of the racing wheelchair with the best posture for running for the athlete.

Wheelchair users who previously had to propel the chair backwards and with the feet – looking over the shoulder – could now face forward and run in a standing position, with a clear view down the lane or road towards the finish line. Soon it was the preferred choice among children and youth in Para athletics in Denmark.

This started a grassroots revolution in disability sport and liberation of physical potential because the runner no longer had to slow down to adjust direction but could move easily and freely. It's been a long journey towards inclusion in the Paralympic sports program but we are now approaching the destination.

As an Occupational Therapist and a disabled and sports person I am proud of being part of a community where there is focus on recognition of and voicing of even the smallest steps made towards the goal.

I am deeply grateful to contribute to more people having a chance to exercise, participate in the socio-cultural life of sport and nature contact. Again and again I see how people regardless of age and ability grow mentally and engage themselves in projects and development.

With our 25 years anniversary in 2016 The PETRA stands stronger than ever as durable, versatile and highly individual adaptable equipment for mobility, recreation and sport. The new CROSS RUNNER builds on this tradition and adds easy and compact storage, and wheels for multiple purposes. Our range of accessories, focus and experience in individual needs secures you the optimum freedom and safety.

I hope even more people find the chance to explore recreational running in nature, trails and mainstream running communities.

I wish you good luck and pleasure with your new PETRA/ CROSS RUNNER.

QUICK GUIDE

MECHANICS
Check that wheel axles are tightened and that the tires have the correct air pressure.

Check and adjust if needed the hand-brake's function- including grip on the rim, cable attachment and handle.

Check that all nuts and bolts on the saddle and chest plate are tightened.

Check for rust and signs of stress or damage.

ADJUSTMENS
Adjust saddle, handle bar, front brake handle and chest plate etc. comfortably so you can use the brakes, turn and create momentum.

FUNCTIONS & USE
Become familiar with stability and weight distribution as well as steering and braking in low speed and in various terrain. Speed up gradually.

Be aware of all types of unevenness in hilly terrain.

Never run on icy or slippery hills.

PETRA/CROSS RUNNER is suitable for going over only small kerbs.

Approach inclining or low curb stones at a 90 degrees angle and at slow walking speed.

When riding on public road be considerate and ride accordingly to the law. Use relevant hand signals.

TRANSPORT & TRANSFER
Never sit on the PETRA when it is being transported in another vehicle.

PETRA/CROSS RUNNER should be transported in the boot or in a trailer securely fastened.

PETRA/CROSS RUNNER is only intended for use by one person who supports their body on saddle and chest plate.

No parts of the PETRA/CROSS RUNNER are designed to be stood on.

Getting on/off the PETRA should only take place on flat, even surfaces with necessary assistance.

Always engage parking brakes of both the RaceRunner and wheelchair or walker. Minimize the transfer distance to the saddle.

Before beginning the transfer, review the handling of the drop down link and transfer approach, and make sure to have necessary assistance.

Do not lean on the handlebar if you stand beside the RaceRunner. The handles may be outside the triangle of ground support and therefor unstable.

DETAIL DRAWING

GETTING ON/OFF YOUR PETRA/ CROSS RUNNER

The user and a possible companion/assistant have to make sure that getting on/off the PETRA happens appropriately and safely (and assess if another assistant is needed). Agree on how you do before you start getting on/off the PETRA.

Assisting persons have to stand close to the PETRA, the user and his/her wheelchair. It is often not required to lift the user. Let the user do as much as possible himself/herself. Seek advice from a physiotherapist if you are unsure on how to assist.

The PETRA can slip forward even though the parking brake is used because of its low weight. Park it against a wall if necessary. Park the wheelchair between the rear wheels. Footrests can be folded out/up and legs separated. Move forward on the seat and stand up with knee separated. The user should hold on to the handlebar and the frame. Do not hold on to the chest plate because it can be moved.

All sizes (except size 0) have a built-in drop down link to lower the saddle section. Begin by lifting the saddle a bit so there is no pressure on the stop bolts. Lift up the indexing plunger on top of the tube and turn it halfway around. Lower the saddle section gently.

The user must stand upright with a gap between their knees so that the saddle can move freely during the lifting process. When transferring from a power wheelchair you can sometimes lift the seat and move directly to the saddle.

When the saddle has to be repositioned again the user's knees and buttocks have to be in front of the saddle. Lift the saddle a bit over horizontal. Turn the cylinder so that the indexing plunger can go into the hole and head of the bolts underneath press tightly against each other. The user must stand up and perhaps lift their heels from the ground while the drop down link is being operated.

Remember: Make sure that the user doesn't catch clothes or skin between the stop bolts in the drop down link.

Remember: Check that the indexing plunger has securely dropped into the hole. Otherwise the cylinder can turn around and the saddle tilt down without warning!

STABILITY & BASIC SETTING

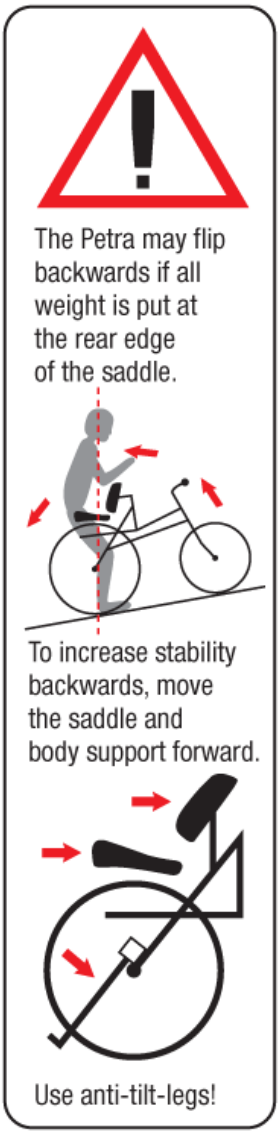
The saddle and chest plate should be adjusted so the user can move as freely and easily as possible. Some people puts a lot of weight on the chest plate while others stand up straight and carry their own weight. Aim for an open and relaxed position in which it is easy to run, breathe and steer. The weight can be spread 30-60 % on the legs, 20-40 % on the saddle and 20-30 % on chest plate and handlebars. Elbows should be in front of shoulders with half-stretched to almost fully-stretched arms. Spasticity and contractures may require the handlebar to be moved closer to the body if needed.

With children and beginners you should aim for a position where the upper body is tilted 20-30 degrees forwards. Most children and very spastic persons use a mountain bike handlebar because the wide handlebar makes it easier to turn the front wheel and stabilize the body.

Some experienced riders put most of the weight on the chest plate and only a little on the saddle. The upper body is at an angle of about 40-60 degrees over the chest plate. People who run in this way often have better control over their shoulders and arms than their legs and hips. They swing the legs forward and work a lot with the lower back while they pull the handlebar. They have the chest support so low that the upper part of the hip almost touches the support.

The three wheels form a triangle and the greatest stability is obtained when the body is pulled back towards the rear wheels. Therefore the chest plate and saddle should be adjusted so the body's center of gravity is placed 15-20 cm in front of the rear axle.

Especially in the beginning, spastic motions and reflexes may cause the PETRA/ CROSS RUNNER to lift the rear wheels and swing the front wheel.



You should be extra focused on the stability if the user has a big upper body and is standing upright.

If the weight is centered too far forward it can cause the PETRA to tip forwards/sideways when turning/stopping.

Likewise stability backwards should also be considered (especially when rolling backwards and if the user let go of the handlebars).

FINE TUNING & HABITUATION

SADDLES & PELVIC POSITION

Even for short test rides it is important to fit a saddle and chest support with at least a fairly good setting. Otherwise it may hurt in the crotch and the movement can feel awkward. Aim for a good weight bearing on the legs and support against chest support and handlebar. The angle of the saddle, the distance to and height of the chest plate affect the pelvic position and running style. Aim for a slight lumbar curve, almost as if you are standing up, but leaning a little more forward than if running normally. Users with weak back muscles and abs may need an extra chest support to get a good body position. If the user is rocking from side to side he/she might need more chest support or a wider saddle.

Wheelchair users have a special need for careful tuning of PETRA, because they sit heavily on the saddle and don't have muscles to sit on. Often a compromise is reached they can get started. Training has to take place in small steps so that muscles and skin are built without overstressing.

It can be difficult but try to limit problems from pressure and with rubbing. Narrow saddles that allow good leg movement are often hard and can benefit from a gel cover. Runners with limited muscle mass often use cycling shorts, gel cover and a soft saddle. Conversely a person with strong thighs can easily get marks on the inside if their thighs when their leg is kicked backwards and hits the edge of the saddle. In this case search for a narrower saddle with more rounding under the seat cushions. Banana saddles come in multiple types and give more stability in the pelvis. Find out exactly where the biggest problem is and if it is pressure or movement, which causes pain.

If the saddle feels too hard in the front, try and change its position relative to the chest support:

- Push the saddle a little forward
- Tilt the saddle's nose down slightly
- Lower the saddle a little
- Or adjust the distance to the chest support or the height of the chest support
- If the saddle is rubbing too hard on the inside of the thigh or the back of the thigh, then try:
- Pushing the saddle a little back
- Adjusting the saddle's nose down
- Try a saddle that is narrower at the rear or more round in the bottom.

CHEST SUPPORT & HANDLEBARS

The chest support and handlebar must be viewed in conjunction. Generally aim for the support being in line with the body from just above the hip up to the middle of the chest. It is important to find the ideal position because many people have weak abs and back muscles. For most people, including those who have extra support in their wheelchairs, a good adjustment, maybe with belt and grip mittens, can give comfort and good function. The head can be stabilized by getting a good tension in the back muscles. Generally you should aim for the elbow being 10-15 cm in front of the shoulder and arms more stretched than bended.

Some people have to stretch their arms completely to stabilize their upper body and head because their arms position can affect the muscle tone in the upper body. Some runners use both arm cuffs and grip mittens for stability. Others need to have their arms bent and the handlebars in a higher position to minimize the muscle tone and spasticity. Try for yourself and test what gives you best free function and open and comfortable position.

If the chest support feels wrong, try to:

- Adjust the height up or down so that contact is distributed evenly across the chest support
- Increase or shorten the distance to the saddle
- Tighten the brackets behind the chest plate
- Raise the handlebar
- Tilt the handlebar forwards
- Other types of handle bars
- Arm cuffs/ tri handlebar
- Another type of chest support or more padding

EXTRA SUPPORT

For extra support and safety a belt can be mounted to the hangers on the chest plate's mounting plate. They are available in two widths.

For more stability to the side, try a PUR chest support that supports the sides also. Two PUR chest supports, give even more stability of the body.

Small support mounted behind the saddle.

CLOTHING

The best clothing is cycling shorts, short or long. Leg warmers and ski underwear is suitable when it is cold. Tights or leggings can also be very good turned inside out to avoid irritating the skin. Incontinence pads and elastics in underwear can also chafe. Try different types or they can maybe be omitted under the cycling shorts. Cyclists use chamois crème and that can also help protect the skin while RaceRunning.

On the upper body the clothes should be tight but flexible for movement. A windbreaker can be good if it is raining or if it is windy. You will easily get sweaty, so it is good to wear multiple layers of clothes. The innermost layer should be able to transport sweat away and protect against the wind. You can look in sports magazines about cycling to get inspiration for clothing.

FOOTWEAR

Contorted feet and soft skin can easily get blisters and wounds. Once again it is about building up gradually as well as using shoes that fit the shape of the feet and socks that don't wrinkle.

Most runners use normal running shoes for basic training and running on roads. Spiked shoes are used for intense training and competitive races on tracks. If the ankles are unstable, booties with more ankle support are good. Lightweight boots with good grip of the soles are good for training and can be used both on a track and on other surfaces.

If you have a hard time lifting the legs, then expect extra wear on the toecaps! Toecaps can be strengthened with rubber or a shoe sole. Use shoe adhesives or double sided tape and duct tape around the edges.

If you have strong spasticity in the calf muscles with lifted heels and inward rotation of the foot, then support tape and elastic compression socks can lessen spasticity in the legs. An ankle brace can be used to protect the ankles from stress, but is general not first choice.

MAINTENANCE & WARRANTY

The user or his/her legal guardian/ support person is responsible for adjusting the PETRA to the user's needs and keeping it in good and safe condition. We recommend that all parts are checked cleaned and lubricated at least once a year and that worn parts are replaced. This is also an occasion to evaluate if size and basic settings are still suitable. The examination should be done by manufacturer or supplier. A bicycle mechanic can also do many general service tasks.

Storing should be in a dry and frost-free room. A scooter rain cover is useful against dust and dirt. Prolonged storage outside and in moisture is not advisable. Saddles and chest supports should be dried thoroughly if they have become wet. Fabric can be cleaned with textile soap, but any liquid should be squeezed out carefully and dried at around 25 degrees.

The PETRA should be cleaned and checked after riding in gravel, sand or salt and at least once a quarter.

Check tyre pressures, for wear and stones and that rims, spokes and hubs are cleaned and well-functioning.

The brake's function should be checked and adjusted.

Worn parts must be changed.

Chromed parts must be cleaned with a damp cloth to remove dirt and wiped over with rust inhibitor. Bolts may need a little grease.

WARRANTY

The product is covered by Danish consumer law or equivalent in the dealer`s homeland, hereunder:

The user has the right to return in unused product in original packing within 14 days of sale or receipt.

It is the user's responsibility that the product is kept in safe and good conditions and is only used in compliance of maximum limits and in a responsible manner. If this guidance is followed, then the following applies:

- 5 years warranty on frame breakage.
- 2 years warranty on mechanical parts such as spring cylinder, hubs and steering fittings.
- 2 months warranty for parts such as tyres handles and cables

Contact the supplier for advice if technical problems or damage occurs. The buyer is responsible for paying the shipping cost for the return of items to dealer.

This warranty is VOID if product:
Is wrongly assembled or serviced.
Serial number removed or altered.
Used in competitive or stunt event.
Used in a manner contrary to instructions in this manual.

MAX LIMITS & CE MARKING

PETRA and CROSS RUNNER are both used by many different people in various environments and for various purposes. Depending on the primary and secondary purpose Petra and CROSS RUNNER can serve as a mobility aid or as an accessory for education, sports or rehabilitation. Users' disabilities are often very different. If the user can't handle speed, traffic and other risks he/she should be accompanied and guided by a competent person. PETRA/CROSS RUNNER can accelerate much faster than a walker or rollator. Therefore it is important to pay attention to stability forwards, sideways and backwards for every user.

Your PETRA/CROSS RUNNER is produced and marketed in accordance with the CE directive for medical equipment group 1. EU's medical directive requires disability aids to be CE marked and to comply with a number of standards including stability. We have prioritized low and compact weight, low rolling resistance and flexible steering on PETRA/CROSS RUNNER.

Our running bikes have been tested by "Hjælpemiddelinstituttet" in Copenhagen in accordance with relevant standards. The manual and/or a sticker on the product inform where the product differs from the requirements.

1. Every size has a maximum user weight specified on the frame number for the sake of stability and load on frame and wheels.
2. The saddles back edge must be a maximum of 2-4 cm behind the vertical line through the rear axle. Stability and the user's responsiveness have to be taken into account when using a high set saddle and/or an extra-long seat post.
3. Do not use the handlebar as the support point if there is no weight on saddle/chest plate and the handlebar is facing forwards.
4. When getting on/off you naturally have to be careful not to catch skin/clothes in the drop down link, behind the chest plate or in the drop down link for the saddle section.
5. Be careful not to roll backwards downhill and always hold on to the handlebar when reversing.

Maximum height and weight

SIZE	MAX height cm	MAX weight kg
P0: Mini	110	30
P1: X-Small	130	45
P2: Small	145	55
P3: Medium	160	65
P4: Large	177	80
P5: X-Large	190	90

SPECIFICATIONS & TECHNICAL DATA

The basic design is similar for all sizes. Wheel sizes vary. All frames are made of 37/52 steel with link parts in stainless steel with two layers of powder coating. A standard CROSS RUNNER size 5 is shown on page 5.

Front wheel; quick release axle, (size 0 and 1 is mounted with nuts).

Rear wheel; alu hub, 6001 bearings, special stainless steel axle or quick release axle, steel spoke, tyre and tubes with racer- or bicycle valve.

Mountain bike handle bar; straight or slightly curved in aluminum, rubber grip, brake lever either to the right or left, adjustable handlebar stem 90-135^0.

Brakes; Front wheel- type depends on fork and wheel size, rear wheel aluminum parking break.

Steering of front wheel; bi-directional spring cylinder (type CC, C or B). Size 0 and 1 have an open spring.

Yellow reflectors in all wheels, white at front and red at rear. Bag with manual and tools: 5 and 6 mm Allen key and 13 mm wrench (possibly 15 or 17 mm if the saddle requires it).

Individual choice of mounting sticks (angled seat post, T-post and post with clamping neck for the chest plate) fastened with 6 mm Allen bolts.

Saddle and chest support is chosen as individual accessories.

	0. Mini	1. X-Small	2. Small	3. Medium	4. Large	5. X-large
Saddle app. height	38 - 53 cm	45-60 cm	50-66 cm	60 - 75 cm	70 - 85 cm	80 - 95 cm
Breast support, app. height	50 - 75 cm	56-82 cm	63- 88 cm	75 - 102 cm	85 - 111 cm	95 - 125 cm
Handle bar app. height	50 - 60 cm	60-70 cm	65-75 cm	70 - 85 cm	80 - 95 cm	100 - 120 cm
Total length	118 cm	128 cm	144 cm	156 cm	168 cm	184 cm
Total width	71 cm	73 cm	75 cm	78 cm	82 cm	85 cm
Weight	10 kg	13,5 kg	14 kg	15 kg	17 kg	18 kg
Front wheel	32-357 mm	32-357 mm	28-451 mm	28-451 mm	28-451 mm	28-540 mm
Rear wheel	28-451 mm	28-451 mm	23-662 mm	23-662 mm	23-662 mm	23-662 mm

TECHNICAL AND SERVICE

MOUNTING WHEELS & FRAME

General:

- Mount the Petra/CROSS RUNNER on flat, clean surface like a solid carpet.
- Keep wheel shafts/axels free of dirt. Let the wheels stand against a wall. Do not put the axels/wheels on any dirt, rough or hard surface like asphalt, soil, sand etc.
- Check steering, brakes and wheels after assembled and before use.
- Use relevant strapping gear for transport the Racerunner in open car trunk.
- Use wrapping foam when transporting the RaceRunner in a box. Unattached and small parts should be in bags and large parts wrapped. Reduce pressure of tyres when flying and if risk of high heat. Make sure it is packed to it does not slide in the box and the box is strong.
- Posts must always be incerted full hight of clamping collars on frame.

Fork and frame

1) By hand release the top rings and bearing fitting from the forks threaded top.
2) Mount the fork into the fittings on the frame and use hand to tighten.
3) Use the headset key afterwards. Take care that the key does not slip and damage the fittings. The fork must turn smoothly and not wobble.

4) Use 5 mm insert key to mount 5 mm bolt at the little arm on the fork. After mounting the wheels you can check if it runs straight.

Frame on CROSS RUNNER

1) Fit the fitting on the central frame tube and press the side fittings together.
2) Screw the bolt handles 2/3 in.
3) Press the middle fitting tightly.
4) Lock the swing index bolt.
5) Tighten the bolt handles on the side tube and align with frame tubes.

Front wheel

1) Open the brake arms.
2) Screw the axle end nut out.
3) Open the brake lever handle and slide the fork over the axle.
4) Tighten the nut on the axle in small steps until the lever handle easily can be closed and fix the wheel in middle of the fork.
5) Tighten the brake arms.

Quick Release Rear wheel

1) Press in the button on the axle to free the lock balls.

2) Insert axle in bushing. Check that the button comes back out meaning the balls of the quick release axle is out on the other side of the bushing.

Rear wheel with screwed axles

1) Mount the axles straight into the bushing. Do not align with leg of the frame.
2) Use a 6 mm insert key. It should feel easy to turn the insert key. Only use force at the end. If it feels hard or if it crunches, then undo the axle and clean parts before mounting.

Avoid dirt in the bushing and on the axle. Remove dirt with compressed air or with a small toothbrush. Lubricate with a little bearing grease if the axle is dry. Quick release axles must be lubricated with grease and check that the quick release ball lock pins are jumping out and are locking.

The nut on the outside of the axle is placed so the bearing can run freely. It should only be adjusted if there is resistance if the bearings are running very slowly.

Check regularly that the tyre pressure is fitting for the tyre type without substantial wear and that stones and glass fragments are not cutting into the deck.

PARKING BRAKES

The brake arm and the clamp can be mounted with a 5 mm Allen key. The cleat and the cylinder on the claw must sit fairly straight or perpendicular to the tyre. The distance should be approx. 5 mm when the brake is open and the tyres are well pumped.

Make sure that the brake arm is not worn down and sits firmly.

FRONT BRAKES

1) Adjust the brake lever's opening with a small Allen key.

2) Adjust the tension in the cable with the adjustment bolt.

3) Remember to tighten the locknut. There are three different types of front brakes depending on the size of the wheel and the front fork.

Racing brake for Size 2, 3 and 5 is mounted at the top of the front fork. Adjustment of the brake levers' opening can be done by: 1) Pulling the cable. 2) Adjusting the adjustment screw. 3) There is a small Allen screw on top of the brake to adjust the balance between the openings of the two claws. 4) The braking blocks have to sit tightly and directly into the rim.

The cantilever brake is normally for size 0 and 1 but it can also be used on size 4. The brake levers are mounted on pivots on the fork's leg. In the bottom there is 1) a small spring and a pin for adjustment of the tension. 2) The brake's cables must be fairly tight and well balanced to work. Their shared opening is adjusted with 3) the bolt on the site of the brake levers.

The V-brake levers are placed on pivots and their tension is decided by the spring in the bottom and the pin's position. The cable must be mounted with a fitting tension 1) in the top of the brake lever. Fine tuning can be done 2) on the site of the brake levers.

SPRING SYSTEM

Spring cylinders exist in 3 types; CC=soft, C=medium, B=Hard. They are mounted with 5 mm Allen bolts in the frame and in the fork bridge with 3 positions. The further out the stronger the spring works. The end caps and the insides of the stamp are glued and should normally not be changed. If the RaceRunner does not roll straight the length of the spring can be adjusted.

1) Loosen 10 mm nut on the stem.
2) Screw the bolt in the eyebolt out.
3) Turn the eyebolt outwards if the RaceRunner runs too much left and inwards if it runs too much right.

4) Tighten the bolt in the eyebolt and the nut in again.

If the spring can move without force may be because 1) the glued end nuts have loosened, 2) the spring inside has cracked or become loose, 3) the eyebolts may be worn down. 4) Bolts not tighten. Service should be done by a trained mechanic. The spring should be changed every 2-3 years if used normally and should be serviced once a year.

OPEN SPRING SYSTEM

An open spring system is used on PETRA size 0 and 1. It can also be used on size 2.

The system consists of a mounting ring placed on the intermediate tube of the frame, a spring and a nut that is placed on the back of the front fork's top. The spring is tensioned by adjusting the ring and the adjusting screw.

SADDLE & SADDLE POST

The saddle's position over the rear axles and the user's weight and position are essential for tip-point and stability. The saddle's back edge must not be more than 2-4 cm behind the rear axles. The saddle post must turn forwards to secure stability. Adjust the angle and the distance between saddle and chest plate to fit the user.

The normal bike saddles are adjusted with a 13 mm wrench while UNI saddles are adjusted with a 14, 15 or 17 mm. The saddle bracket can be tipped and moved on the seat post and on the hoops under the saddle. Pull the bracket back so it won't make marks on the inner thigh. The bracket's parts can be turned to both extra high and low position.

CHEST PLATE & POSTS

The chest plate is adjusted 1) up/down on the clamping collar on the frame, 2) in/out on the vertical post's clamping collar with a 6 mm Allen key. 3) The chest plate's plane can be tightened with the bolt behind the plate through the T-stick with a 13 mm wrench. 4) A clamp and a small tube can secure the angling even more. The posts come in different lengths. Posts, clamping collars and bolts should be lubricated and cleaned for dirt and rust if necessary. Belts are available in two lengths and two heights.

HANDLEBAR & HANDLEBAR STEM

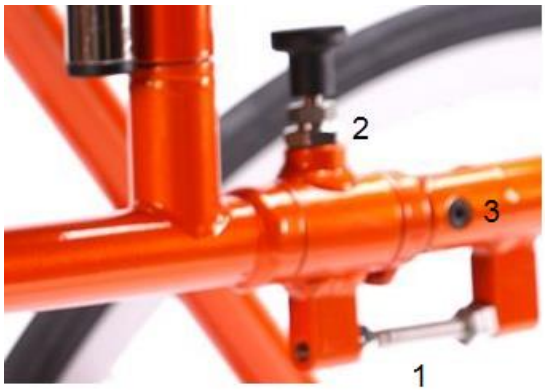
1) The handlebar stem can be turned both ways and adjusted in height with a 6 mm Allen key in the bolt on top. 2) The angle on the top part of the stem is adjusted by loosening the bolt and the block on the lower side of the handlebar stem. There are different lengths and types of handle bars, armrests and grips. Remember to tighten all bolts after adjustments.

Spc. Mountainbike horn & TRI support.

LEG SEPERATION PLATE

The plate mounted with a square-sectioned post from the seat post and a vertical square-sectioned post down to the plate.

DROP LINK



1) The drop link's bolts are adjusted with a 13 mm wrench. The bolts' heads should stand level against each other with horizontal saddle section. It is important that the drop link is well lubricated, without dirt and that it can move freely. 2) It is important that the pin in the index plunger inserts fully into the hole. 3) Check that the tight fit bolt sits firmly in the link heads. The drum can be lubricated by screwing the index plunger out and putting grease (resistant to salt water and acid) into the hole. Depending on use and storage it can be necessary with yearly service.

FURTHER INFORMATION

www.by-conniehansen.com : General and specific product information, advices and ideas for training, information about the sport RaceRunning and links to other RaceRunning active countries.

www.racerunning.dk : Information on clubs, national teams, rules, athletes, , events and training in Denmark.

www.racerunning.org : International site for RaceRunning, rules, results, results, statistics, athlete profiles and classification.

REPORT INCIDENT

Send a report to:

mail@by-conniehansen.com if an incident occurs while using your PETRA/ CROSS RUNNER and you:

- Get injured yourself
- A third part gets injured
- The bike is damaged
- Experiences a particularly dangerous situation which is not mentioned in the manual

The reports can positively contribute to product improvements even though they are not necessarily covered by warranty or insurance. Share:

- What happened
- Any damage that occurred
- Where the incident took place
- Date for incident and the product's serial number
- (if relevant) pictures

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DISTRUBUTOR

PETRA/CROSS RUNNER are produced and sold in Denmark CE marked in accordance to the medical directive. Abroad, the retailer's registration and the costumer's purpose can change this. Use of PETRA/CROSS RUNNER for competitive or high risk activities voids warranty & responsibility.

DECLARATION OF CONFORMITY

By CONNIEHANSEN hereby confirms that product and accessories are produced in accordance to EU's Directive for medical equipment 93/42/EEC of JUNE 14. 1993, including annex 1 and annex 7 applicable for class 1 equipment and relevant parts of level 1 standard prEN12182:1998, requirements specification ISO 12 18 12, prENISO/FDID 11199-2:1997 and Risk analysis prEN 1441.