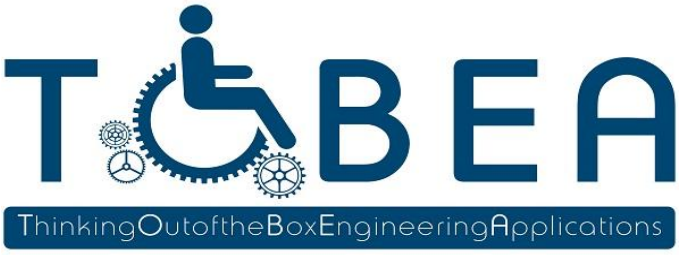

SEATRAC MOVER™ MK2 Manual

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The purpose of this "Non-permanent, self-moving and assembled device for the autonomous access of people with disabilities to an aquatic environment (SEATRAC MOVER™)" is to provide the physically disabled or people with limited mobility in general, the ability to autonomously access the aquatic element.

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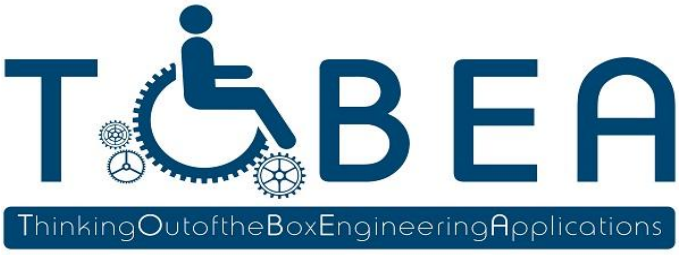

Chapter 1: General Warnings

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Any work on the device must be carried out by personnel who have been appropriately trained by TOBEA Ltd. and have been familiar with the printed material accompanying the device and distributed to buyers.

The restrictions listed below apply to personnel performing work on the device.

TOBEA Ltd. bears no responsibility in cases of injury due to malicious use of the device.

1.1 Device Usage Limits

1. The device is to be used at any time by a single passenger/user (on the seat).
2. The device is intended for use by people with disabilities or people with limited mobility (permanent or temporary) in order to enable them to access the water element independently.
3. The autonomy that the device can offer to these people depends on their physical and mental state.
4. The role of the device is purely auxiliary and it does in no case replace the role of the users' companions.
5. The use of the device is intended for adults. In the case of use of the device by minors, this is done under the exclusive responsibility of their companions.
6. The use of the device is always under the final responsibility of the users or, in the case of people with learning disabilities, under the responsibility of their companions.
7. The device is intended for use on coasts, gentle riverbeds or lakes, and where it is desirable to facilitate access to the water element.
8. The installation of the device must be carried out in accordance with the manual.
9. The role of the device as a social good implies the operation of all installed devices from all available wireless controllers.
10. Before each use, it is advisable to conduct a test use of the device without a passenger/user on-board.
11. It is not recommended to use the device after sunset.
12. It is desirable to operate the device in the field of supervision of a lifeguard.
13. The use of the device during severe weather events (rainfall, strong waves) must be avoided.

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1.2 Malicious Use

It is not compatible with the intended use of the device to use it:

1. As a lifesaving device.
2. As a walkway or seat.
3. As a platform for conducting marine demonstrations.
4. For the purpose of transporting objects to and from the water element.
5. For powering electrical and electronic devices that are not part of its equipment.

The following must be avoided:

1. Intentionally obstructing the movement of the seat.
2. The presence of people in front of or behind the seat and generally within its movement area.
3. The use of the device during severe weather conditions (rain, high wind speed or sudden gusts of wind).

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Chapter 2: Description of SEATRAC MOVER™

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One of the most important structures that a beach should have in order to be friendly to people with disabilities is a device that will ensure autonomous access for these people to the water element.

This device can serve the following cases:

- As long as there is no reason to move it: use without the need for an attendant and/or operator from the day of installation until its removal at the end of the summer season, with the only requirement being regular inspection of the charge level of its batteries and its functionality.
- If there is a reason to move it (due to bad weather, storage, charging, occasional use only, change of coastline, tides, etc.): there must be a technical person in charge who will drive the device to the desired locations and assemble/disassemble it if required.

The device is environmentally friendly, as it uses solar energy to cover a percentage of its energy requirements and at the same time has a non-permanent nature, meaning that at the end of the summer season (or when its use is not expected) it is removed, leaving the natural environment intact.

The materials of the device are suitable for operation in a marine environment.

Finally, this device complies with all European standards regarding safety, health and environmental protection (CE, Conformité Européenne).

Comparative advantages

- The device can be removed from the water element without the need to disassemble it.
- The device can be installed and removed from the beach without the operator needing to enter the water.
- It is, under certain conditions, energy-autonomous.
- It can move on a variety of different terrains (sand, pebbles, asphalt, etc.)

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2.1 Main Components

The main components of the device are:

- The base unit
- The undercarriage
- The rails
- The seat
- The seat carriage

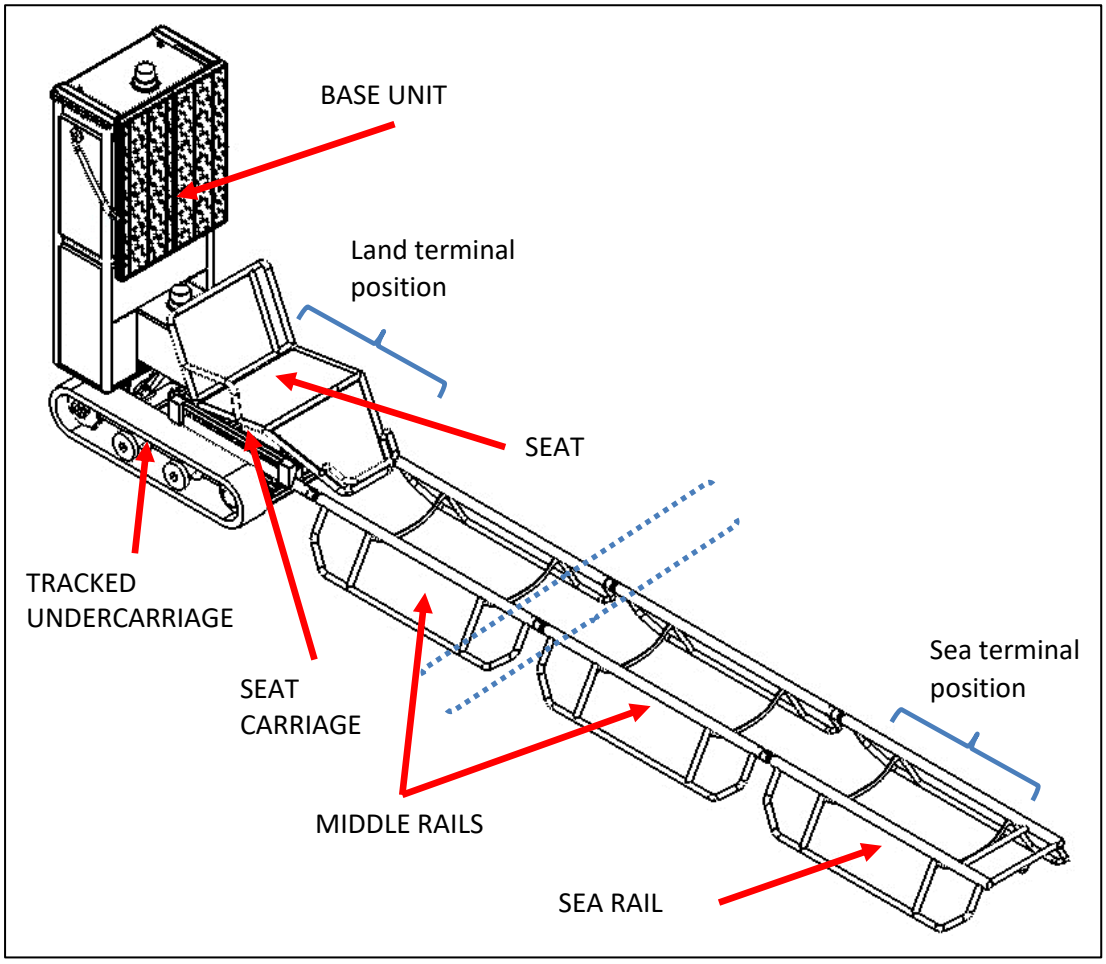

Figure 1: SEATRAC MOVER main components

The base unit has two compartments and within are housed:

- Tracked movement motors
- 2 batteries (e.g.χ. 2X 100AH at 12V, SPB 12 – 100, short circuit current 2700A,)
- Junction box
- Control unit
- Tracked movement controllers
- Batteries charger

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- Telemetry system:
  - router 4G (optional)
  - 4 cameras (optional)

On the base unit the following components can be found:

- PV panel (optional)
- Seat cable reel
- Alert beacon (optional)
- Light alarm (optional)
- Night beacon
- Emergency stop button
- Indicator lights
- Locker (optional)

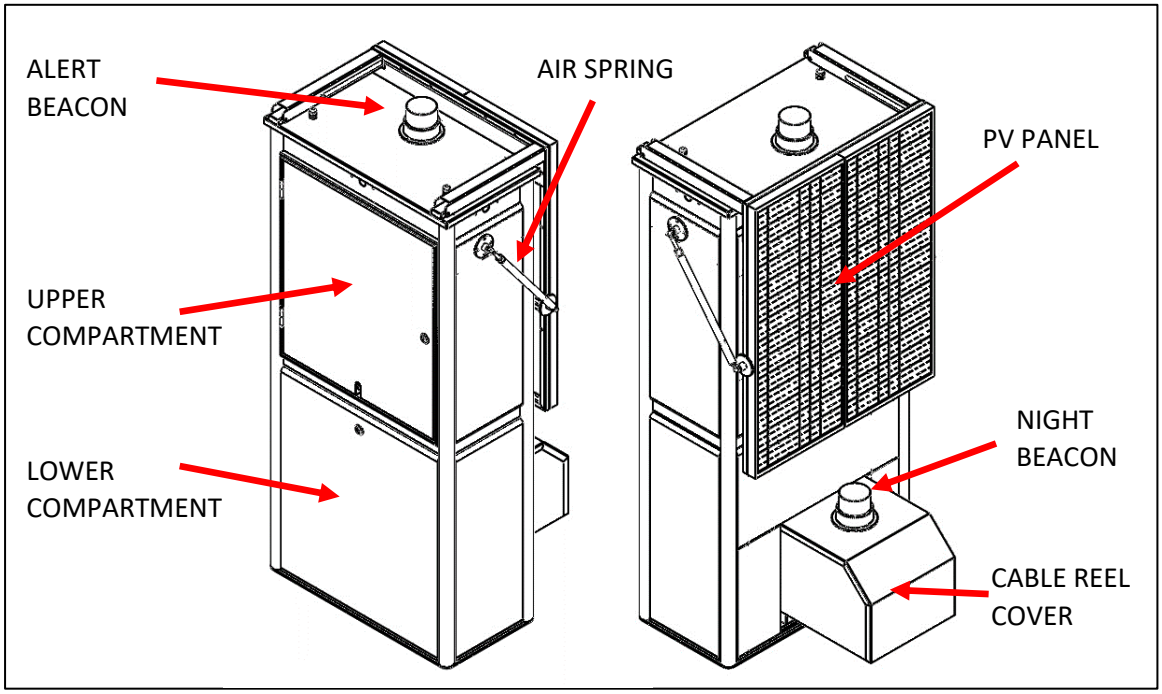

Figure 2: BASE UNIT components of interest

The undercarriage includes:

- Rubber tracks
- Power transmission system
- The base rail
- Land terminal sensor
- Driving belt land connector
- Rail securing receptors
- Rail support component (fitted for loading the rails)

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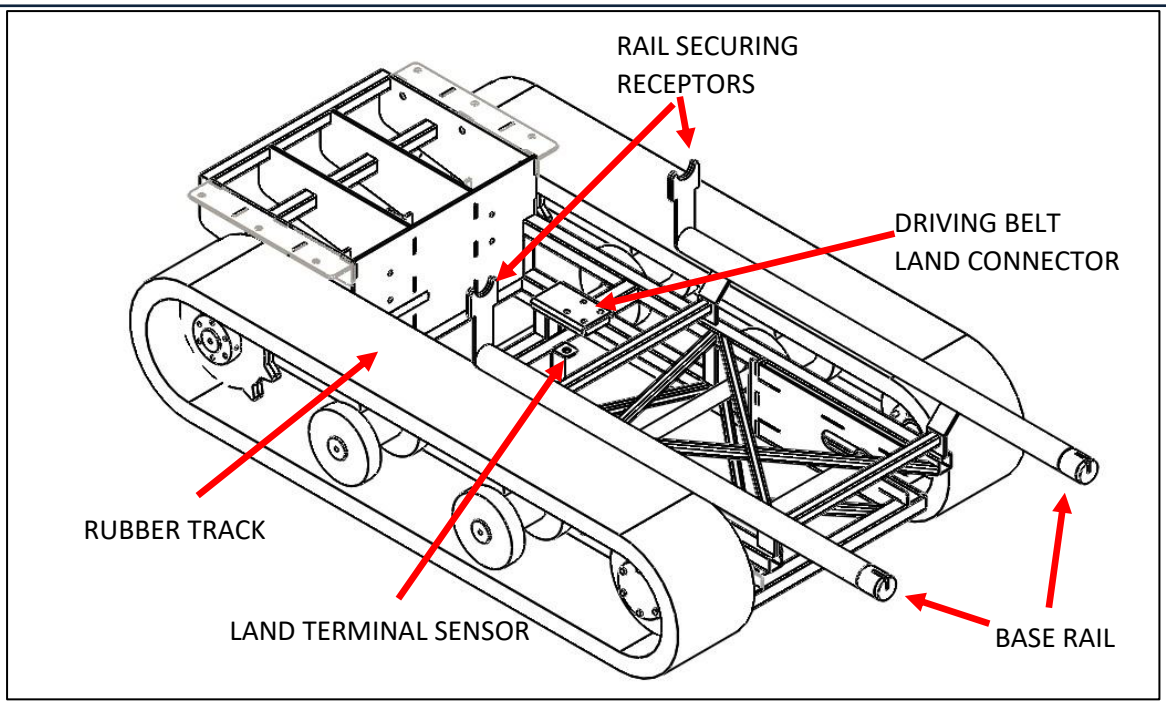

Figure 3: UNDERCARRIAGE components of interest

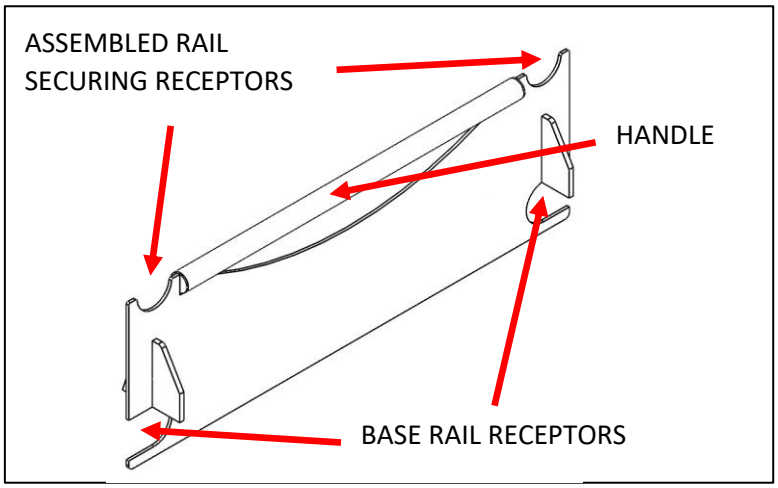

Figure 4: RAIL SUPPORT component

The seat movement system main components are:

- rails
- seat
- seat carriage
- driving belt

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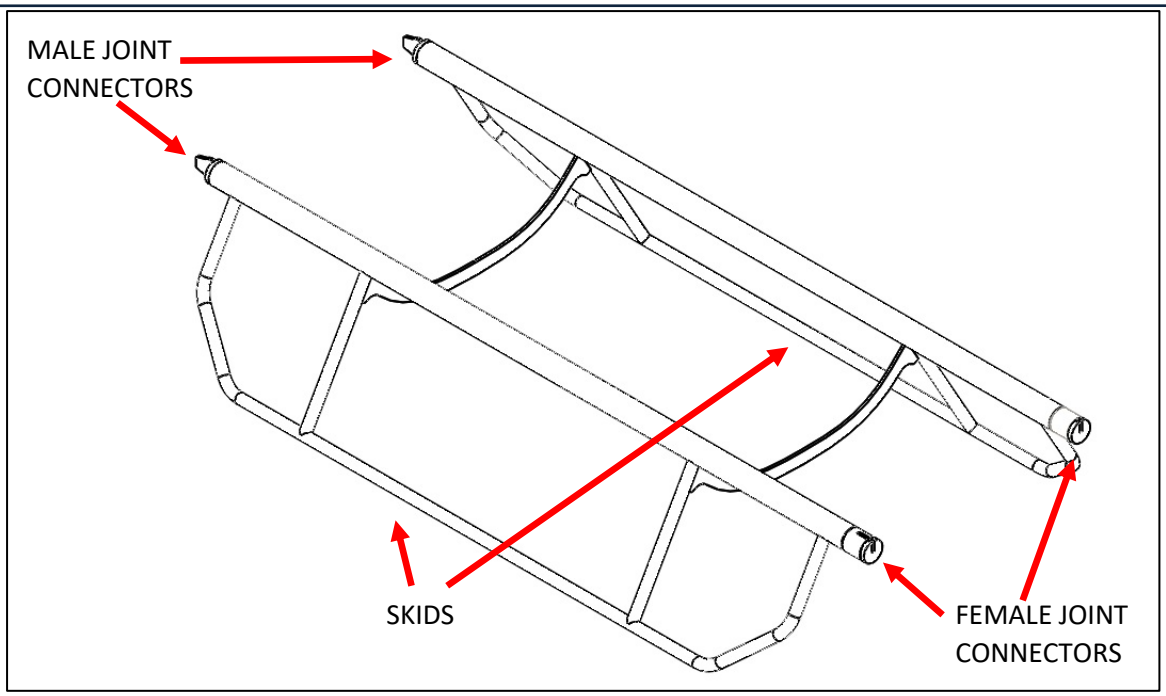

Figure 5: MIDDLE RAIL

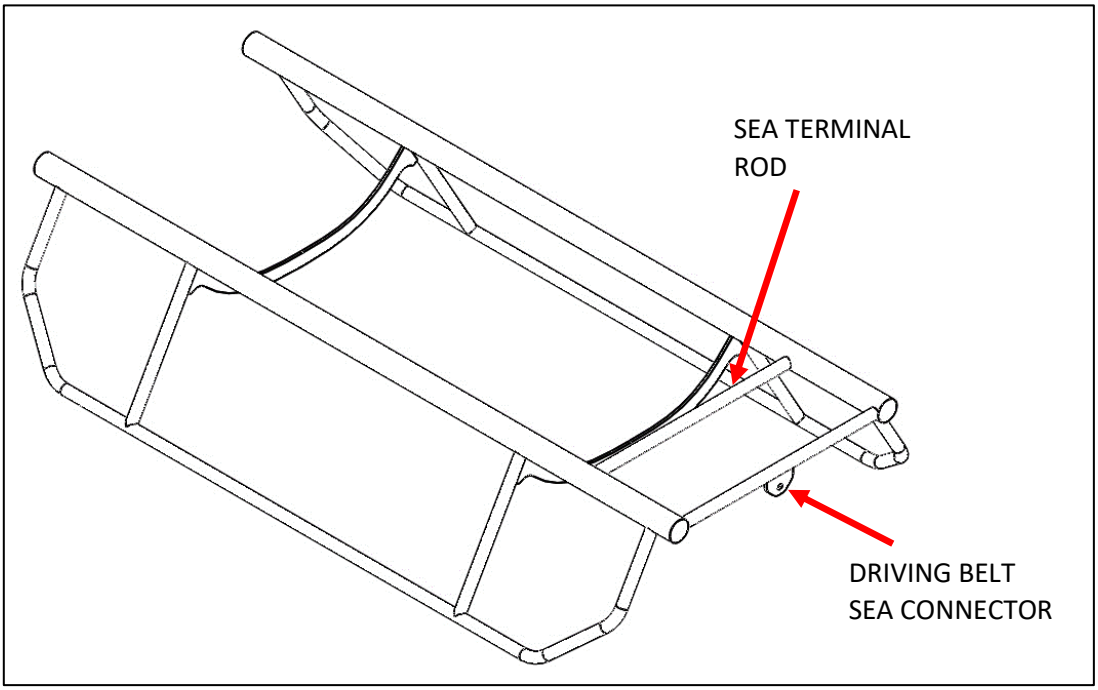

Figure 6: SEA RAIL

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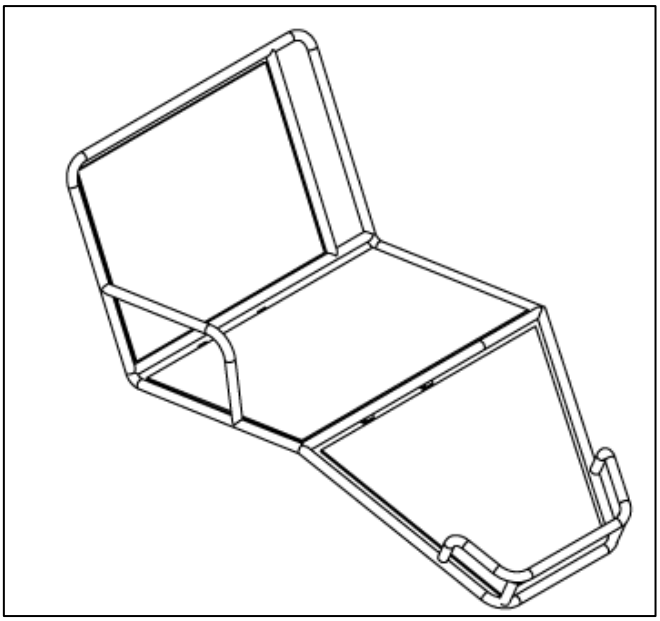

Figure 7: SEAT

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2.2 Interfaces

There are 5 points of interaction with the device, each available to specific group of individuals (users, supervisors, others):

- The control unit interface
- Tracked movement controller
- General supply switch
- Emergency stop button
- Seat remote controller

Definitions:

- User: any person that employs the device in order to gain enter and/or exit the water
- Supervisor: any person who is responsible for the operation (or has the supervision of the) device

The control unit housed inside the upper compartment of the base unit is used to select the operational parameters of the device and should only be accessed by the supervisor.

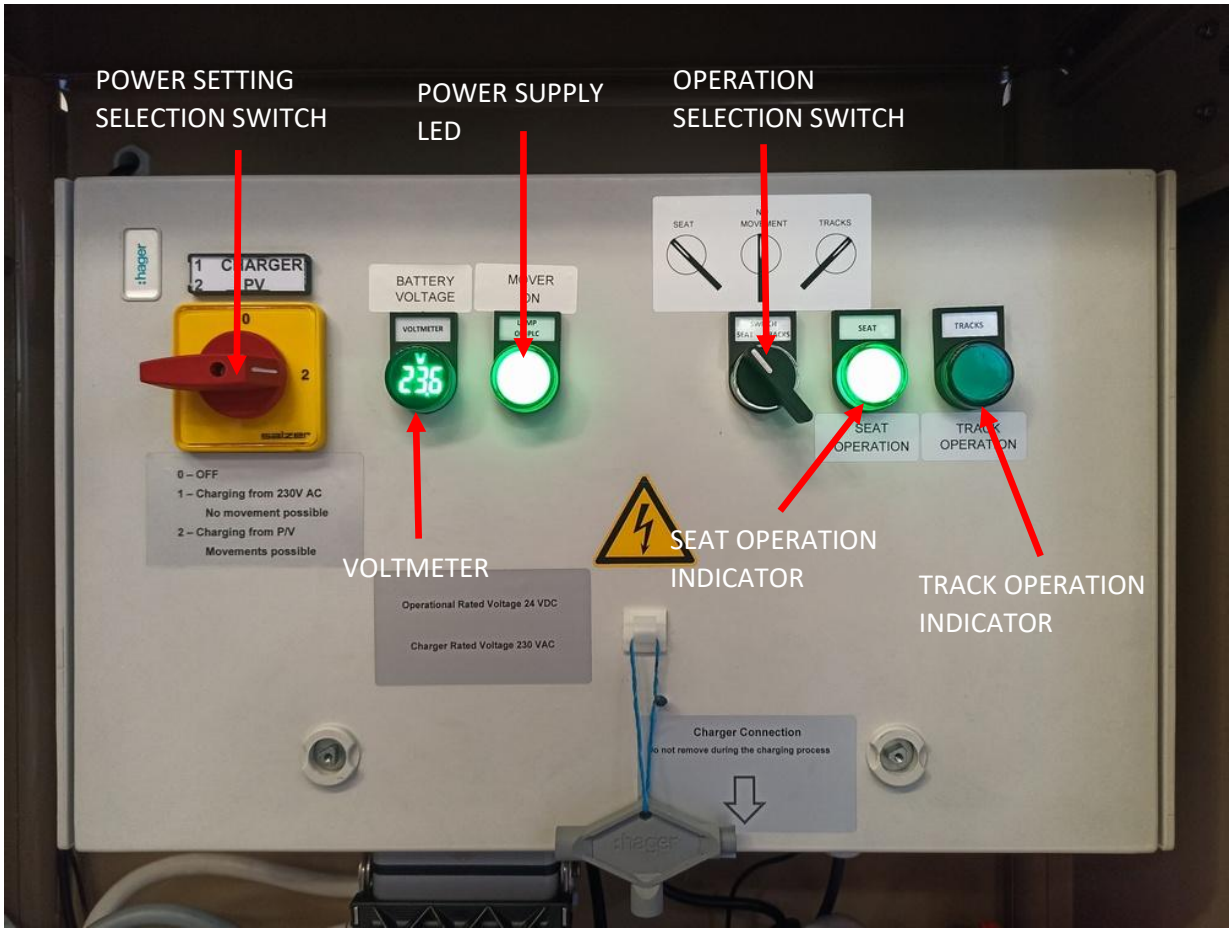

Figure 8: UPPER COMPARTMENT control unit

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The tracked movement controller housed inside the upper compartment of the base unit is used by the supervisor to drive the tracked undercarriage, **and should only be accessed by the supervisor.**

Figure 9: TRACKED MOVEMENT CONTROLLER supervisor interface

The general supply switch housed inside the lower compartment of the base unit is used by the supervisor to isolate the power supplies from the device and **should only be accessed by the supervisor**.

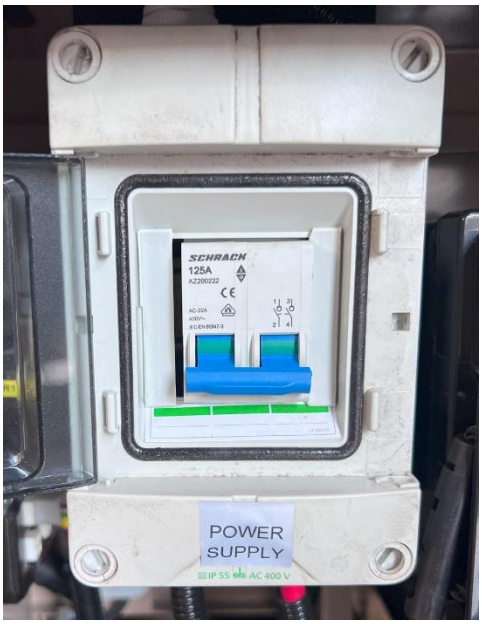

Figure 10: LOWER COMPARTMENT general supply switch

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The emergency stop button found on the left side of the base unit that can be accessed by everyone in case of an emergency.

Figure 11: LEFT SIDE user interface

The seat remote controller can be used by any potential user (or a supervisor).

Figure 12: SEAT REMOTE CONTROLLER

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2.3 General Description of Device and Operation

The device is intended for use during the summer season.

The general supervision of the device is the responsibility of the competent authorities (public or private) who will manage the device during its use.

The competent authorities should regularly check the device and be able to intervene accordingly, by uninstalling the device or parts of it even during the summer season if it is deemed that it needs to be protected from extreme weather events (expectation of extreme weather events) or in case it has been damaged due to its exposure to them or finally whenever required or deemed necessary.

After uninstalling the device, it must be cleaned, maintained and stored in a suitable place.

Seat movement (Use)

The movement of a properly configured seat, for the transport of disabled people to the sea, is done by means of a carriagemoving on an assembled track of a length corresponding to the requirements of the beach where it is placed.

The track consists of 1.5 meter long rails that are assembled together during installation on the beach in order to reach the desired total length.

At its end on the land side, the track is connected to the base rail.

In order to enable the user to disembark and embark without hindrance, it should be ensured when choosing the installation point that the water depth at the terminal point will be approximately 80 cm.

The installation point that will be chosen should have such a morphology that the installation depth of the terminal point of the device is achieved with a device length that will reach a maximum of 23.5 meters.

The user controls the movement of the seat using a wireless controller.

By continuously holding down the corresponding button, the seat moves in the desired direction.

The movement stops when:

- The user releases the wireless control button
- The emergency stop button located on the left side of the turret is pressed
- The seat comes into contact with an obstacle.
- The seat reaches the land terminal position
- The seat reaches one of the terminal positions where it comes into contact with the rail limits.

The transmission of the movement is carried out by means of belt(s) in an omega "Ω" configuration, fixed at the ends of the track, a drive wheel and an electric motor located on

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the seat carriage. The arrangement of the auxiliary wheels and slats guides the belt(s) to the drive wheel and ensures that the belt(s) cannot be disengaged from it.

The electric motor is powered via a suitable cable.

The power cable is wound on a spring-loaded reel, which allows the cable to unwind when the seat moves towards the water, while it “retracts”/winds it when the seat moves towards land.

During seat movement:

- the cable slides on the rail ribs
- the belt is in contact with the rail ribs and is “lifted” by its driving system located on the carriage so that it engages with the driving wheel.
- acceleration is progressive while deceleration is immediate.

Movement of the undercarriage

The movement of the undercarriage is carried out using a wired controller and serves 2 cases:

- Tide movement with a straight course either forward or backward so that the undercarriage moves according to the changes in the coastline due to the tide, and the point of disembarkation in the water is always at the desired depth of ~80cm. In this case the device remains fully assembled and is pushed or pulled at regular intervals during the day.
- Transport movement between the installation and storage/charging points, (typically 2 times during the day). In this case the device is disassembled, with its detachable parts loaded and tied to the undercarriage.

A pair of electric motors is used that drive rubber tracks.

It can move straight or rotate (turn).

During these movements, acceleration is progressive and deceleration is immediate.

Movement stops when:

- The control button is released
- The emergency stop button located on the left side of the base unit is pressed
- The device comes into contact with an obstacle, or an attempt is made to move on steep terrain or under heavy load (by monitoring the amperage of the motors).

Power supply

The device is powered by a pair of batteries (e.g. 100AH 12V) connected in series which is located in the lower compartment of the turret, in combination with a photovoltaic panel.

If the daily energy requirements exceed the autonomy provided by the PV,the batteries are charged using a charger from the fixed power supply network (230V AC). The charger is located in the upper compartment of the base unit and its terminal must be connected to the battery charging standby.

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Night functions (optional equipment)

During the night:

- The night beacon illuminates the device so that it is visible to passersby
- A motion sensor activates a floodlight if a passerby approaches the device (photo alarm)

Siren and alert beacon (optional equipment)

When the emergency button is pressed, the siren and alert beacon are activated.

Telemetry (optional equipment)

The telemetry system records, collects and forwards operational data of the device so that it is possible to monitor its smooth operation and to predict/diagnose faults.

The 4 cameras, which are located around the perimeter of the device, offer a 360° view of the beach, allowing potential users to judge from a distance whether the weather conditions and/or the crowding on the beach are acceptable for their needs.

Locker (optional equipment)

On the base unit there is a locker with an electronic lock which allows the user to store valuable items during their bath.

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2.4 Basic Operating Specifications

- Maximum total device weight: ~500 kg
- Maximum dimensions when loaded: ~2.05 m L X 0.80m W X 1.9m H
- Minimum PV height when it is "open" (operating position): 2.2m
- Clear rail length: 1.5m (with joints 1.55m)
- Maximum number of rails: 15
- Maximum rail length of the device: 23.5m
- Operating voltage 24VDC
- 2X {100, 75, 50 or 40} AH 12V DC batteries connected in series
- Operating temperature from 0 to 40o C.
- Indicative autonomous operation for 100AH batteries
    - Charging from the mains for 8 hours is sufficient for:
        - ~30 daily uses (for 18m long device)
        - ~300m movement of the device (movement of the undercarriage)
- Seat Movement:
    - Maximum user weight: 160kg
    - Seat speed: <= 0.15 m/s
    - Maximum relative rail angle: 15° (26%)

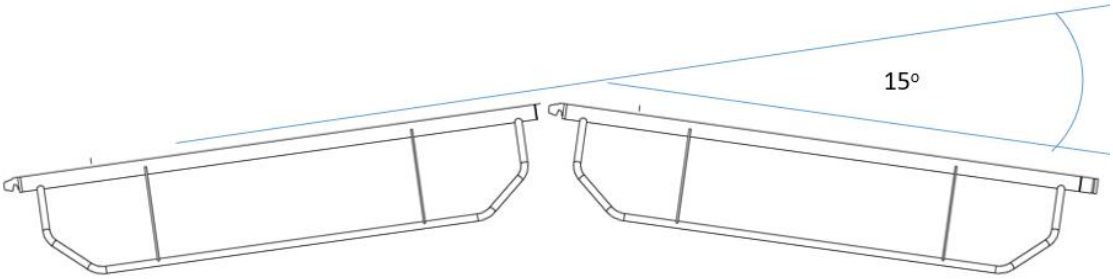

Figure 13

    - Maximum average route gradient: 13° (22.5%)

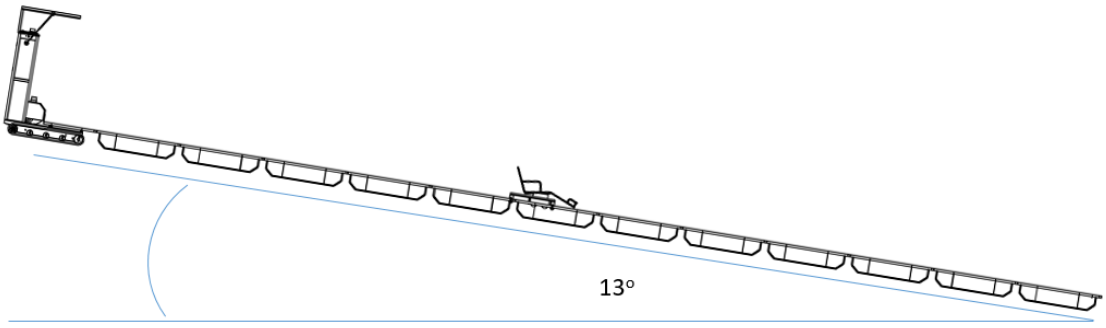

Figure 14

    - Minimum depth at water terminal position: 0.80 m
    - Seat height at land terminal position: approximately 0.48 m ±0.3 m
- Undercarriage movement
    - Maximum Undercarriage Speed: 0.45m/s
    - Loaded (rails and seat fastened to the Undercarriage):

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- Maximum ground slope perpendicular to the Undercarriage movement: 8,6° (15%)

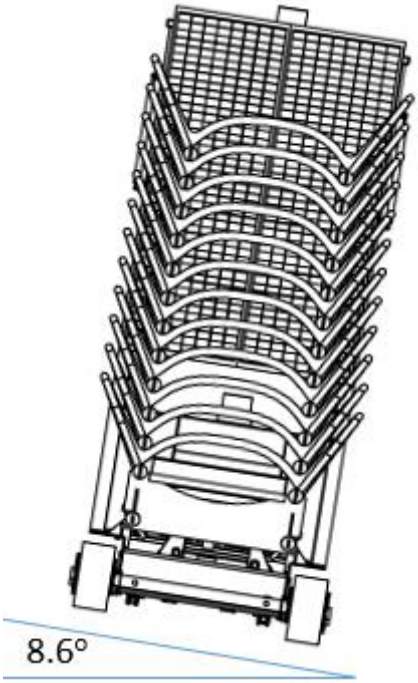

Figure 15

- Maximum ground slope parallel to the movement of the loaded Undercarriage 17° (30%)

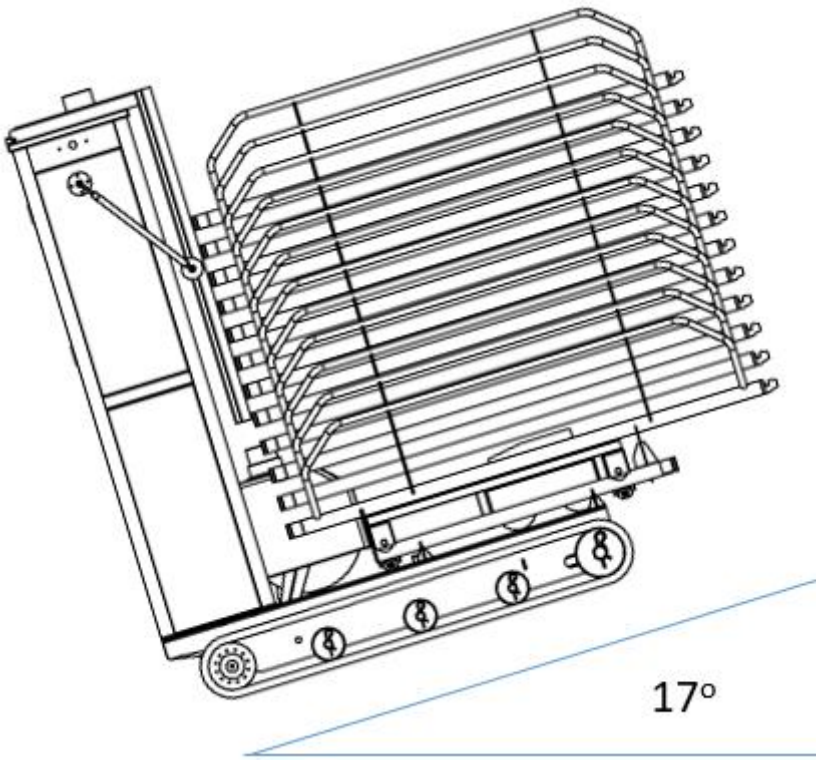

Figure 16

- Maximum step 5cm.

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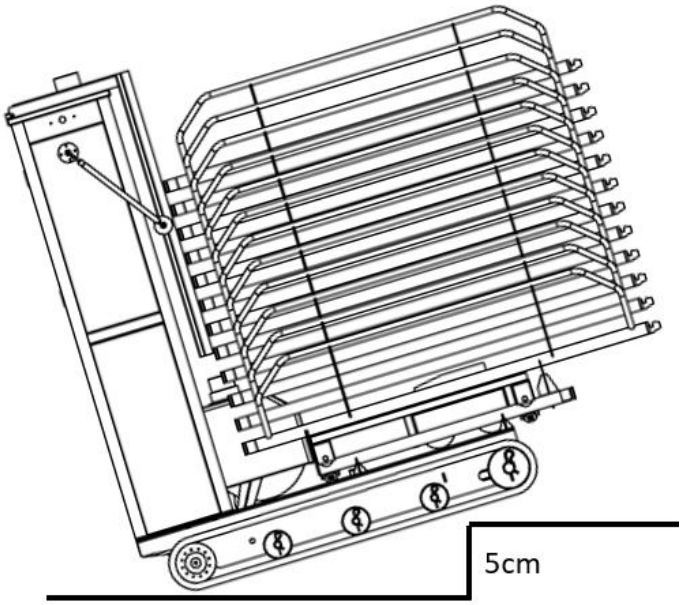

Figure 17

- Spread out (assembled rails and seat) :
  - Maximum average ground slope parallel to the track movement 13° (22.5%) with a maximum local slope of 17° (30%).

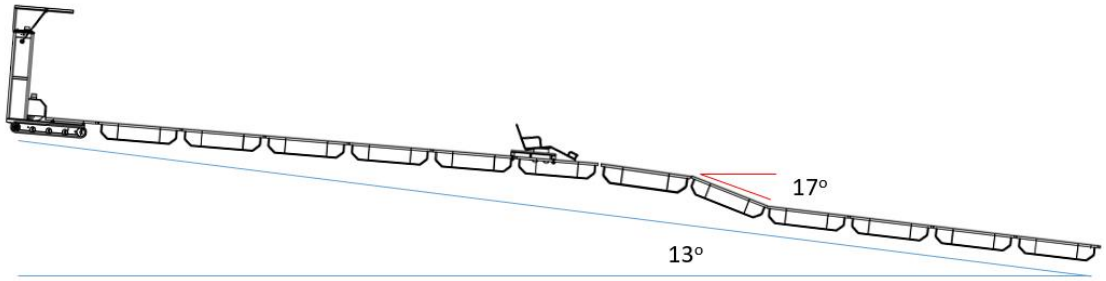

Figure 18

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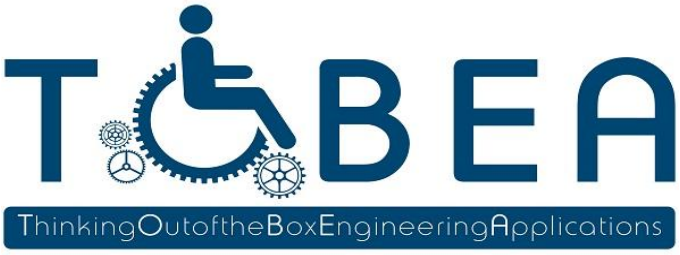

Chapter 3: Operation Instructions

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3.1 General Precautions

1. When storing the device,
    a. The power setting selection switch must be in position 0 and the operation selection switch must be in position “NO MOVEMENT”.

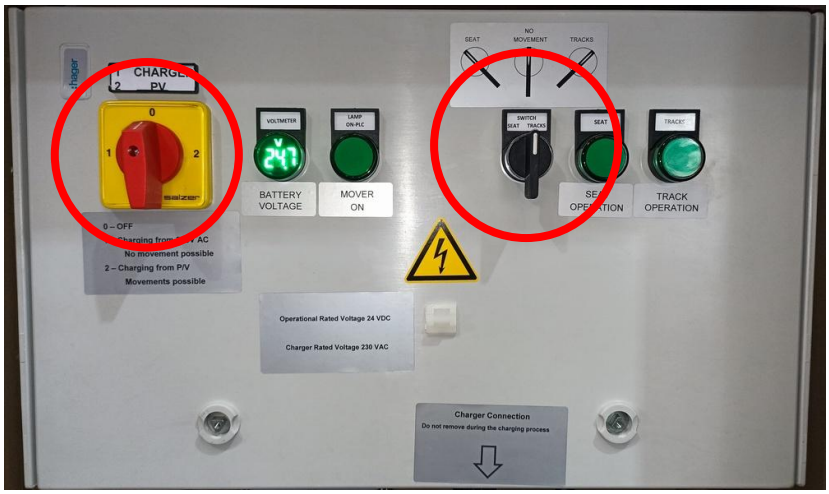

Figure 19

    b. The power supply must be switched off through the general supply switch located in the lower compartment of the base unit.

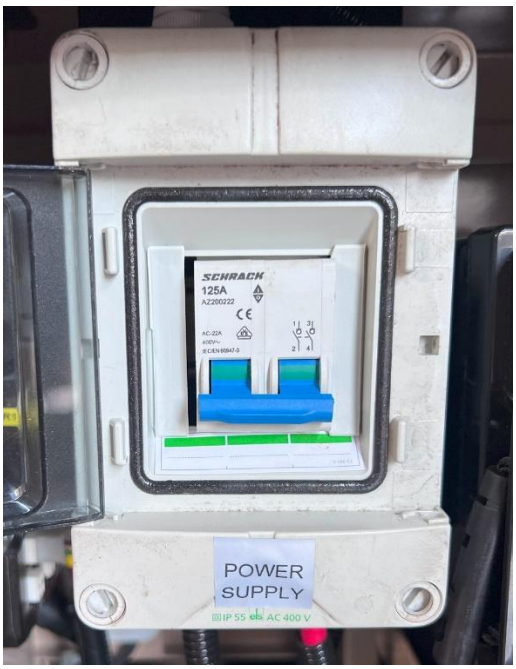

Figure 20

    c. If possible, the device should be placed under cover.
    d. The storage temperature should be between -20 and 60°C
2. The base unit upper compartment door must always remain closed and secured unless a change in charging or operating method is being made

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3. The key to open the base unit must not be available to unauthorized personnel who have not read the instructions manual
4. The charger must always be located inside the upper compartment
5. The device must be position so that there is no shadow falling on the PV.
6. It is recommended that the device rails do not remain in the water during the night.
7. The device should not be used to enter the water in cases of large waves..
8. If bad weather is expected, users and the device must be removed from the water immediately
9. During the tide movement of the undercarriage::
    a. It must be ensured that there are no obstacles to the movement of the rails
    b. Only very small rotations/turns must be made, and exclusively for the alignment of the device and the rails.
10. The device is installed in such a way that the user has access to the land terminal point with his wheelchair and can board the device seat.
11. Access to the land terminal point must be ensured through appropriate corridors.
12. The water terminal point of the device is placed at a point with an appropriate depth so that the user is facilitated when disembarking and boarding the seat through his natural buoyancy.
13. No special training is required for the end user or his companion to use the device. Brief instructions for operating the device are posted on the device base unit and on the remote controller.
14. Before using the device:
    a. Check for any abnormalities that you may find (e.g. the rails are free of obstacles).
    b. Make sure that the device seat is in good condition (the fabric is not torn, etc.).
    c. Once the route is clear, perform a full test run (without a passanger) into and out of the water.

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3.2 Power Supply

1. To operate the device, connect the terminals of the two 12V batteries to the corresponding pair of coloured cables found in the lower compartment.

Figure 21

2. There is a general switch in the lower compartment for controlling the supply of the device, isolating both the batteries and the PV panel from the rest of the circuit.

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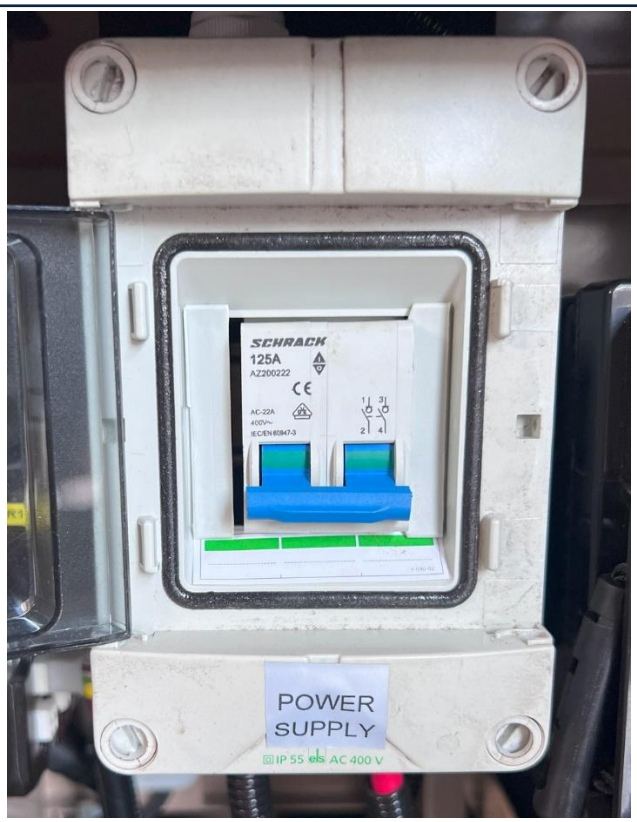

Figure 22

3. Inside the upper compartment there is a power setting selection switch:
    a. Position 0: no charging and no device operation.
    b. Position 1: charging is done by the charger (provided it is connected to the appropriate socket and to a 230VAC supply) and while the device is powered, the electric motors cannot be operated.

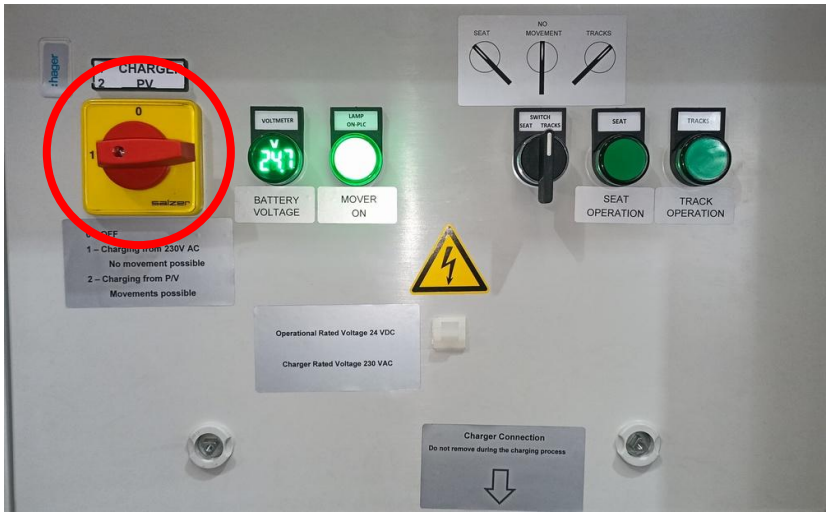

Figure 23

    c. Position 2: charging is done from PV (if present) and all functions of the device are powered. Prerequisite for using the device

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Figure 24

4. When charging from the charger, the 230VAC supply cable must pass through the door hole, which must be closed and secured.

Figure 25

5. **The device must be charged if:**
    a. The voltmeter reading is less than 23.5V, while power setting selection switch is in position 0

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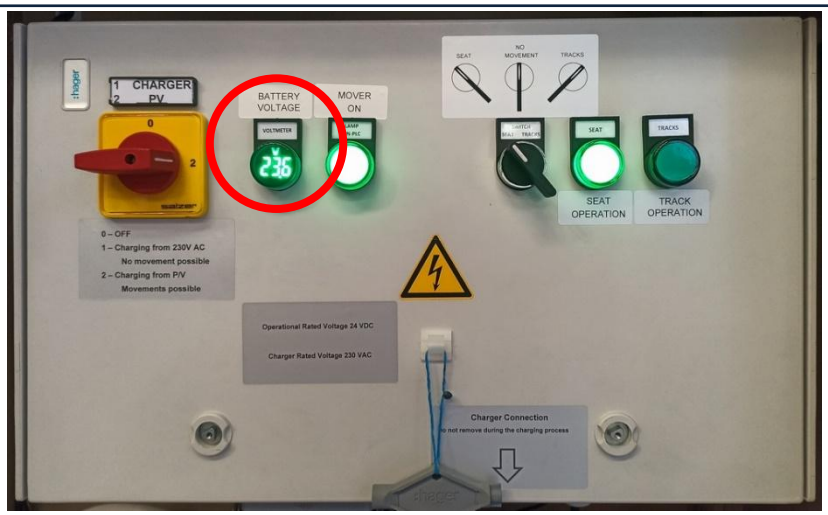

Figure 26

d. Daily if it does not come equipped with a PV
e. If PV was left off or down for 24 hours

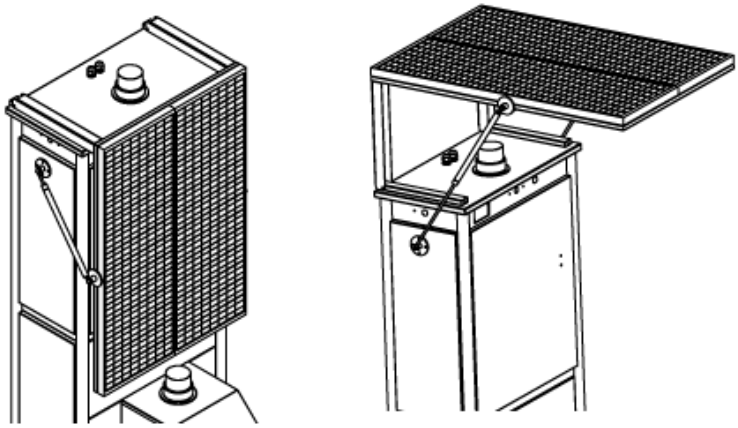

Figure 27

f. There were more than 4 hours without sunshine (overcast weather) in the last day cycle
g. The tracks have been used to move the device for a total distance of more than 20 meters during the day
h. The low voltage indicator is flashing or is constantly on.

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Figure 28

6. A full charge every 3 months is essential for maintaining the battery in good health
7. In case of storage or non-operation for more than 15 days, the batteries must be isolated by switching off the general supply switch
8. Charging should not be carried out outdoors in case of rainfall.

3.3 Operation Selection

1. The door of the upper compartment should be closed and secured, as soon as any change is made regarding the operation option of the device.
2. The operation selection switch inside the upper compartment regulates the operation of the device, offering the following options:
    a. Seat: the seat can be operated.

Figure 29

    b. No movement: none of the motors can be operated.

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Figure 30

c. Tracks: the undercarriage can be operated.

Figure 31

d. This switch should not remain at the tracks position when not moving the undercarriage because it prevents the measurement of the battery voltage

3.4 Emergency stop button

1. In case of any emergency, the device is equipped with an emergency stop button.
2. If the stop button is pressed:
    a. it locks in the pressed position
    b. a siren located inside the tower is activated (optional)
    c. the movements of the electric motors is interrupted and any further movement is prevented
3. A clockwise rotation is required to release the stop button.

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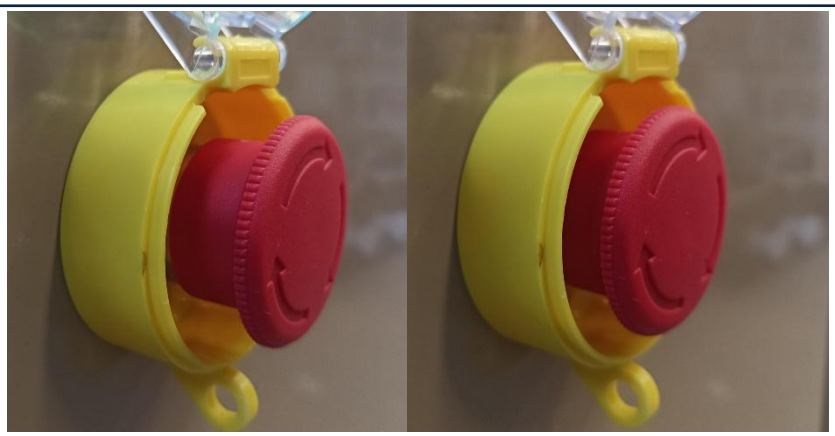

Figure 32

3.5 Tracked Movement

1. **No movement should be made while the rails or tracks are - even partially - buried.**
2. **Do not make turns while the rest of the rails are connected and secured to the base rail**
3. Confirm that all components are firmly attached to the device.
4. Confirm that the charger is not connected to the 230VAC supply.
5. Confirm that the supply selection switch is in position 2.

Figure 33

6. Confirm that the emergency button is not pressed.

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Figure 34

7. The operation selection switch is on the position “tracks”.

Figure 35

8. As soon as the tracks indication indicator lights up, the tracks can be operated.

Figure 36

9. Confirm that the upper compartment tower door is closed and secured with the controller cable passing through the hole in the door.

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Figure 37

10. The tracked movement controller has 4 buttons (forward, backward, clockwise and anticlockwise). The device moves as long as a button is pressed.

Figure 38

11. **Turning movements must be performed with a momentary press of the corresponding button only.**
12. For sharp changes in ground slope or short steps (<5cm), the movement must be perpendicular to the slope or the step and with the base unit must be on the side with the higher height

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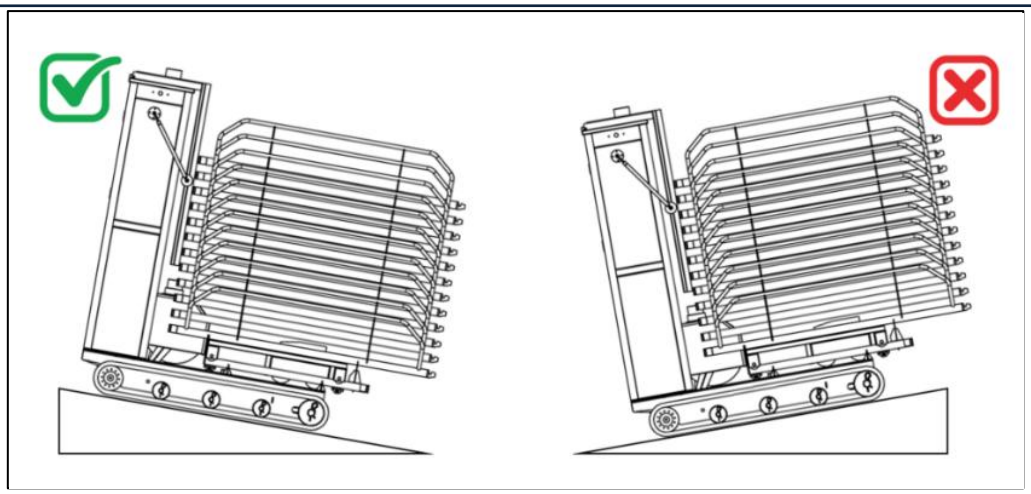

Figure 39

13. Movement must not be carried out over steps with a height >5cm.
14. Maximum permissible ground slope perpendicular to tracked movement 8,6° (15%)
15. Maximum permissible ground slope parallel to tracked movement 17° (30%)
16. To protect the transmission system, limits have been set on the permissible load of the electric motors. When the limit is exceeded the ability to move, the device is disabled for 5".
    a. If one or both motors fail to move afterwards, press and release the emergency button to reboot their controller
17. **Repeated movement attempts that reach the maximum permissible load limit may cause transmission system failure.**
18. **When moving, the PV must be in the folded position**.

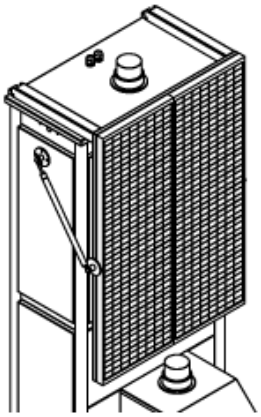

Figure 40

3.6 Installation

1. Confirm that all components are firmly attached to the device before moving it.

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2. Drive the device from the loading/storage/charging position, close to its final position with the help of the tracked movement controller.
3. The beach floor should be leveled along the length and width where the rails will be placed, so that there is no rise with a height greater than 15cm.
4. Release the rail retaining strap, unload the seat and rails
5. Remove the rail support component

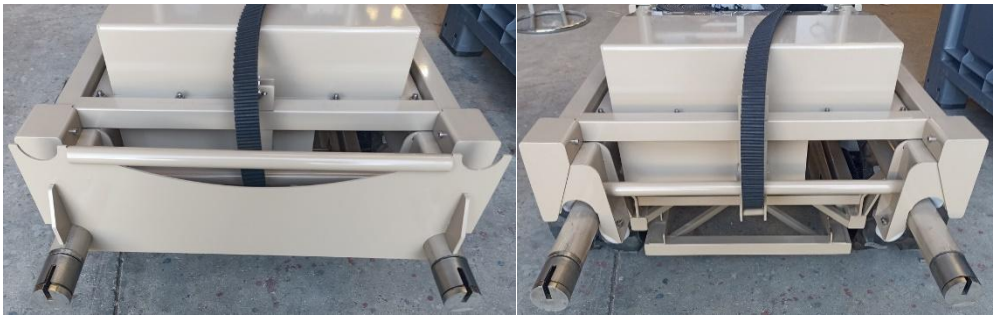

Figure 41

6. Place and secure the seat on its carriage

Figure 42

7. Place the rails one after the other, starting from the base rail, connect and secure one to another. Initially, do not secure the sea rail.

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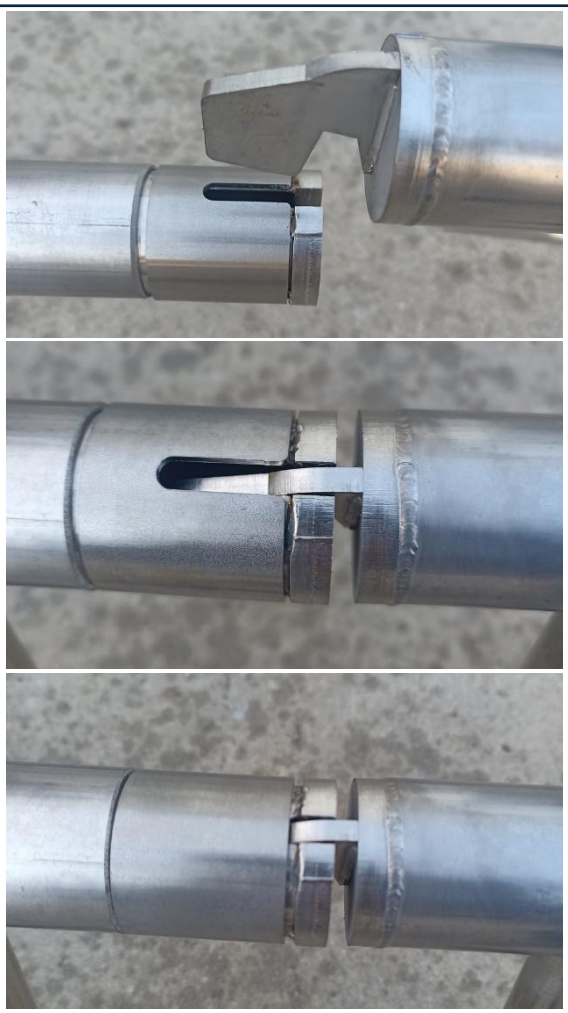

Figure 43

8. Unwind the drive belt, pass it over the rails and under the sea rail terminal rod, connect the carabiner of free end to the sea rail hole. The driving belt should pass over the support beams of the rails and underneath the sea terminal rod. **Do not twist the belt**.

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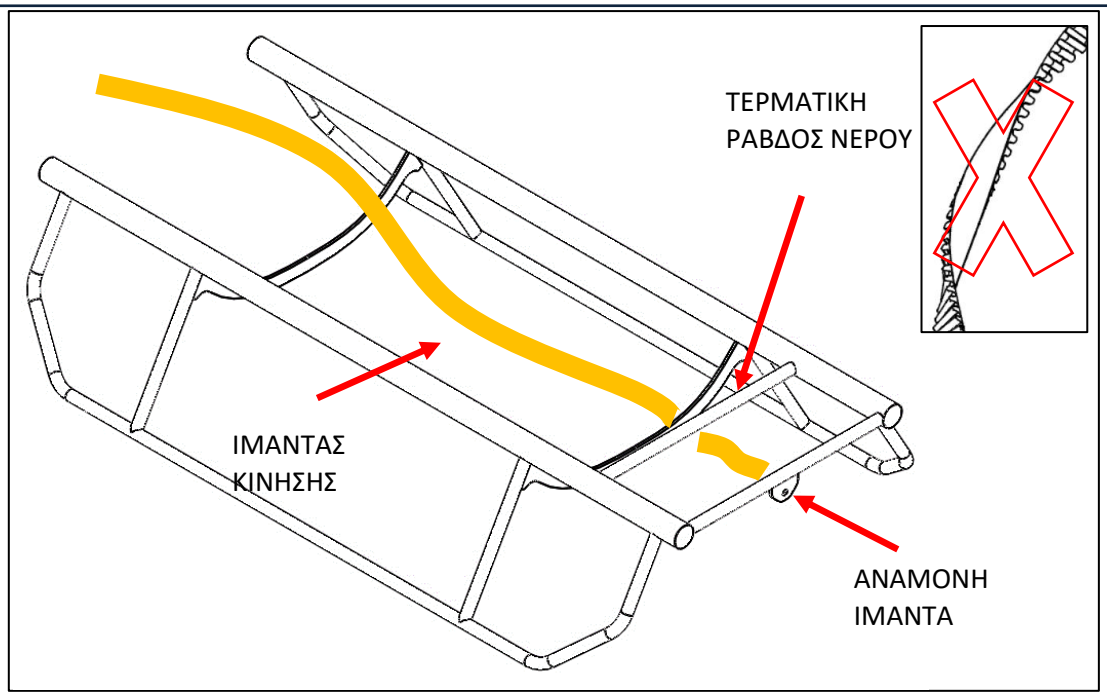

Figure 44

9. Pass the carabiner through the driving belt sea connector and engage the threaded sleeve over the carabiner screw lock.

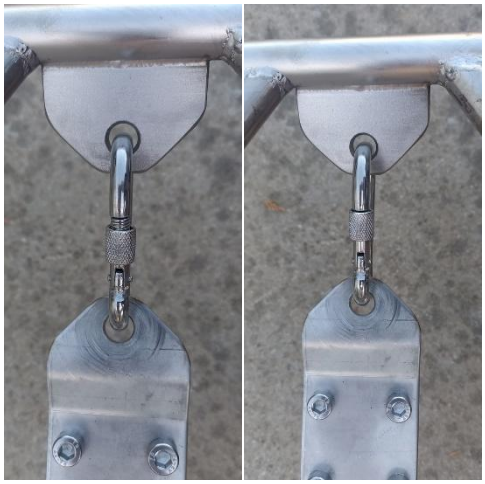

Figure 45

10. Connect the sea rail and secure it with the previous one.
11. Move the device towards the sea until the end of the sea rail reaches a depth of about 80cm. The lower fabric of the seat should be totally submerged while the handle should not
12. Select the seat movement mode by the relevant switch. Wait for 5 seconds until the seat indicator light turns on

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Figure 46

13. Test the seat movement, after the seat selection indicator has turned on.
14. If during the test run, the depth is not the desired one, move the whole device until the desired depth is reached.
15. Raise the PV to its horizontal/unfolded position
16. The device is ready for use by people with mobility issues.

3.7 Uninstallation

1. Move the seat to the land terminal position with the remote control.
2. Select the tracked movement from the operation selection switch.

Figure 47

3. Place the PV in its vertical/folded position

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Figure 48

4. Remove the device from the sea until it is completely out of the water.
5. Remove the seat from the carriage.
6. Disassemble the sea rail from the previous one.
7. Remove the free end of the drive belt from the sea rail. Wind carefully and secure the belt over the carriage

Figure 49

8. Disconnect the first rail from the base rail and place the rail support component on the base rail.

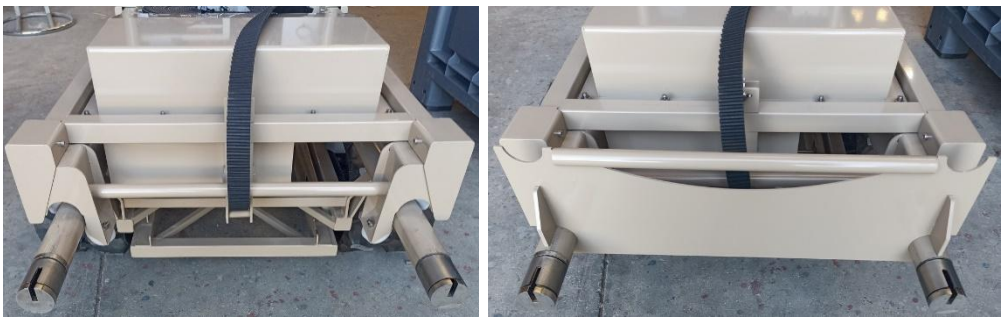

Figure 50

9. Stack the sea rail upside down (with the skids up) on the special points of the rail support component and rail securing receptors

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Figure 51

10. Disconnect the rest of the rails - one by one – , and stack them on top of the previous ones, while maintaining the rails aligned.

Figure 52

11. Stack and secure the seat along with the rails with the retaining strap.
12. Drive the device to the loading/storage/charging position.
13. Select the “no movement” option from the operation selection switch

Figure 53

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14. Connect the 24V supply of the charger to the connector inside the upper compartment
15. Place the power setting selection switch in position 1

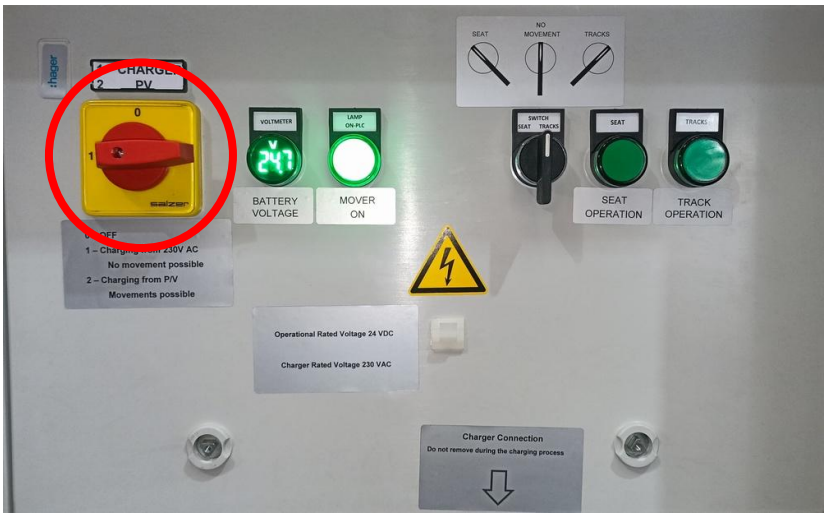

Figure 54

16. Connect the charger with a 230VAC supply and place it inside the tower
17. Check the reading of the voltmeter to confirm that charging has begun (an increase in voltage is expected – as measured by the voltmeter)

3.8 Daily/Periodical checks

1. Check the battery voltage.
2. Check that the rails have not sunk. If they have sunk, raise them until only the bottom surface of their skids is in contact with the ground.
3. If bad weather or extreme waves are expected, withdraw the device from the water.
4. If tides are greater than 20cm in the installation area or if recent swell has altered the shoreline, check the depth of the seat at the terminal sea position. If necessary, do appropriate corrective movements.
5. If the device is to be left unattended and the tides are greater than 20cm in the installation area, place the device on the high tide position.
6. If, during these corrective movements, the alignment of the device deviates from the desired one or if the base has been moved away from any stable user movement path/corridor:
    a. It is possible to make very small turns to correct the alignment/position, provided that the deviation is small enough to only necessitate up to 2 brief presses of the turn button
    b. If 2 brief presses are not enough, the whole assembly must be driven out of the water, and the installation carried out from the beginning.

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3.9 Use by people with mobility issues

The User:

1. Moves with his wheelchair to the left side of the device until the user reaches the land terminal position
2. Confirms that the standby light is on.
3. Calls the seat at the land terminal position (if the seat is not there) by continuously pressing the bottom button of the remote control
4. Does a full test run without embarking on the seat.
5. Transfers from his wheelchair to the device seat
6. Continuously presses the top button of the remote control until the seat reaches the sea terminal position (or other desired position)
7. Disembarks when the seat stops moving at the sea terminal position and swims away.
8. Calls the seat to the sea terminal position (if the seat is not there) by continuously pressing the top button of the remote control
9. Sits on the seat
10. Continuously presses the bottom button of the remote control until the seat reaches the land terminal position
11. Disembarks when the seat stops moving at the land terminal position.

3.10 If the seat does not move while a user is in the water

Press the emergency button and pull the seat to the land terminal position manually while the user is on the seat.

Or

Alternatively, provided that the seat is at the sea terminal (less force required):

a. Move the whole device out of the water by employing the tracked movement, (during this step the user is not allowed to sit on the device)
b. Remove the belt from the sea rail
c. Move the device into the water by employing the tracked movement, (during this step the user is not allowed to sit on the device)
d. the user boards the seat
e. The seat is pulled manually while the user is on, until the land terminal position is reached

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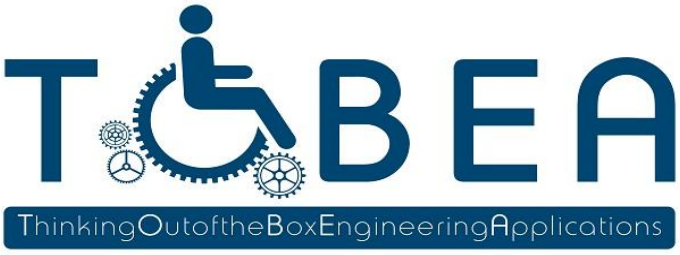
Chapter 4: Maintenance and Storage



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4.1 Maintenance

Maintenance - and subsequent functional checks - must be carried out annually and only by suitably trained technicians.

The following components must be maintained/checked at the beginning, in the middle and at the end of each operating period and replaced regularly:

- Chains and sprockets (2 years)
- Carriage cover gasket (2 years)
- Track bearings (2 years)
- Cable reel spring (2 years)
- Carrier supply cable (2 years)
- Carrier movement belt (1 year)
- Rubber Tracks (3 years)
- Batteries should be replaced when their performance is reduced

Check all connection points, bolts and nuts for oxidation, pitting or thread damage. Replace if necessary.

Lubrication

- Apply grease to the bearings of the electric motor shaft and the bushings of the track drive wheels.
- **DO NOT** lubricate the chains that transmit movement to the tracks.
- **DO NOT** lubricate any component of the seat carriage, except the motor bearing.

Seat

- Thoroughly wash all fabric parts of the seat.
- Check the seat frame and ensure its structural integrity.
- Check the condition of the wheels. If cracks, breaks or other damage are observed, they should be replaced.
- Unscrew the carriage sealing cover and check the gasket, the electric motor and the chain tension. Lubricate the electric motor shaft bearing.

Rails

- Place the rail on a flat surface and make sure there is no warping.
- Carefully check the condition of the joints and see if there is any warping or deformation.
- It is recommended to thoroughly wash the entire body of the rail with fresh water

P/V panel

- Thoroughly clean the surface of the PV from dirt and dust..
- Check for possible cracks..
- Carefully check the wiring of the frame for any cuts or other types of damage and/or defects.
- Replace the MC4 type terminals if necessary.

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- Check if the open circuit voltage and short circuit current are close to their nominal values listed on the PV.

Drive belt

- Check the condition of the drive belt for any damage and permanent deformations and replace if necessary.

Undercarriage

- Carefully check the sprockets, the chain and especially its safety for any corrosion.
- Carefully check the condition of the axles and the bushings/bearings that support them
- Check the condition of the tension springs of the rubber tracks

4.2 Storage

For storing SEATRAC Mover :

1. The SEATRAC Mover should be cleaned from dust, dirt, and stones using compressed air.
2. The seat, chains, and driving belt should be washed with fresh water without using chemical cleaners.
3. The batteries must be fully charged (if storage lasts for more than 3 months, at least one charge must be carried out every 3 months during storage).
4. The device should be placed in a location protected from weather conditions.
5. Set the main switch to the OFF position.

By following these instructions, you will ensure that the device remains in good condition throughout the winter.

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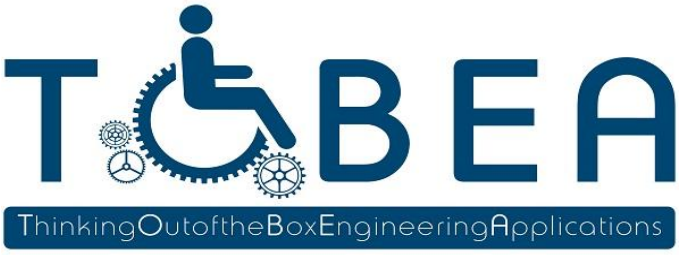

Chapter 5: Miscellaneous

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5.1 Disclaimer

SEATRAC MOVER™ devices are considered as a tool to enable disabled persons or persons with impaired mobility with the capability of autonomous access to an aquatic environment and in no way do they substitute the users' or the users' attendants / legal guardians better judgement or the hierarchy of the society it belongs to.

Due to the environment where SEATRAC MOVER™ device operate, the surrounding population density and the fair usage that all users must bear in mind, thoughtfulness in its use is of vital importance so as to ensure safe operation.

TOBEA Ltd. takes no responsibility for improper use and any dangerous situations that might occur when SEATRAC MOVER™ devices are used without caution. The company is not responsible if the products are used beyond their predefined purposes or if any accident occurs from usage or conduction of other work procedures such as assembly, disassembly and maintenance, under unfavorable weather conditions. The company is not responsible for any results from unforeseeable or unknown conditions.

5.2 Management of Contained Electrical and Electronic Materials

The device contains electrical and electronic components that should not be disposed of as household waste. Care must be taken to ensure their safe disposal.

The disposal of batteries is regulated by European and national legislation. Since batteries contain heavy metals (e.g. lead, mercury and cadmium) that can cause serious environmental and health problems, they must be collected and recycled separately.

Batteries are marked with a prohibition symbol over a waste bin, which indicates that they must not be disposed of as household waste.

As a consumer, you have a legal duty to separate used batteries from household waste and take them to a collection point for recycling in accordance with the appropriate procedure. There are various battery collection points that accept the used batteries you return, including retail stores where batteries are sold, as well as municipal waste collection units.

5.3 Manufacturer's Declaration

TOBEA Ltd. declares that the device with "**SEATRAC MOVER ™**" brand name and MK2 model conforms to RTTE DIRECTIVE 1999/5/EC, EMC DIRECTIVE 2004/108/EC and to the applicable essential requirements of the machinery directive 2006/42/ EC. The apparatus is **CE** approved.

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