

# Model 6506 Power-PRO™ XT post-crash inspection instructions

These instructions are for use with cots that have the Stryker X-restraint package (6500-001-430) or the G-rated restraint package (6500-002-030).

## Tools required:

- T27 Torx driver
- 5/8" hex wrench
- 3/4" hex wrench
- Camera
- Weights (approximately 250 lb)

## Procedure:

1. Remove the product from the vehicle to perform the inspection.

**Note** - Inspect the product for general damage (such as misalignment, broken or missing parts, cracks, and loose fasteners) as you perform the inspection.

2. Make sure that the cot wheels roll smoothly, and that the casters are tight yet rotate freely (Figure 1 and Figure 2). A crushed caster horn indicates that the product has been involved in a major crash.



Figure 1 –



Figure 2 –

3. Using a T27 Torx driver, remove the caster mount covers. Inspect the caster mount castings for cracks or deformation (Figure 3).
4. Make sure that the rail clamp post is tightly fastened and that the base tube is not damaged (Figure 4).



**Figure 3 –**



**Figure 4 –**

5. Inspect the base tube welds for cracks (Figure 5).
6. Make sure that the head end base tube is not bent (Figure 6). Superficial damage to the outer plastic cover is acceptable. A bent base tube indicates that the product has been involved in a major crash.



**Figure 5 –**



**Figure 6 –**

7. Apply an approximate 250 lb weight to the cot to inspect the X-frame. Check the castings that interface with the base and litter for cracks or damage (Figure 7 and Figure 8). Cracked castings indicate that the product has been involved in a major crash.

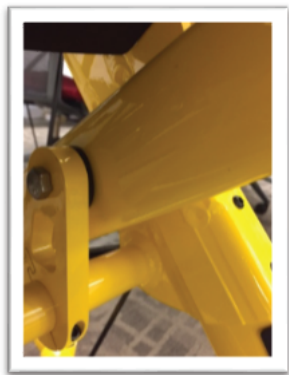


**Figure 7 –**

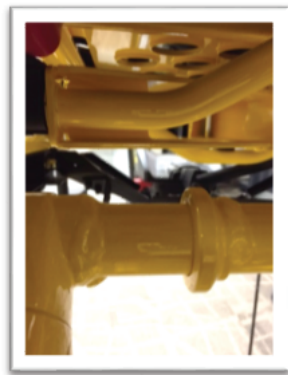


**Figure 8 –**

8. Inspect the welds on the X-frame legs for cracks (Figure 9 and Figure 10).



**Figure 9 –**



**Figure 10 –**

9. Support both ends of the litter and remove the weight from the cot.
10. Using a 3/4" and a 5/8" hex wrench, detach the rod end of the hydraulic cylinder from the base (Figure 11). Save the rod end.
11. Manually raise and lower the base to make sure that the X-frame moves freely through its range of motion.
12. Reattach the hydraulic cylinder using the wrenches from step 10. Check for damage to the foot end lift bars.
13. Inspect the hydraulic assembly for leaks. Pay attention to the reservoir. Check the hydraulic hoses for wear (Figure 12).



**Figure 11 –**



**Figure 12 –**

14. Inspect the cross tubes at both ends of the hydraulic cylinder for damage (Figure 13 and Figure 14).



Figure 13 –



Figure 14 –

15. Make sure that you can raise and lower the cot smoothly. Support both ends of the litter and make sure that the **high speed retract** feature functions. Check the adjustment of the manual release cable. Operate the cot with both sets of switches.
16. Inspect the foot end hitch weldment for cracks or deformation. Pay attention to the welds and the attachment to the litter (Figure 15). Weldment deformation indicates that the product has been involved in a major crash.
17. Inspect the foot end hitch hooks for damage (Figure 16). Squeeze the hooks together and make sure that the spring returns the hooks to their original position.



Figure 15 –

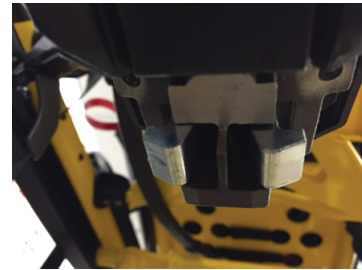


Figure 16 –

18. Press **UP** (↑) on the foot end guide. It should move vertically about 3/4" relative to the weldment. Make sure that the springs smoothly return the foot end guide to the **DOWN** (↓) position (Figure 17).
19. Inspect the plunger on the head end of the guide. Press the plunger in and make sure that the return spring moves it back to the out position. Check for interference between the casting and the base tube in the lowest position (Figure 18).





Figure 17 –



Figure 18 –

20. Check the rear of the electronics enclosure for damage. Make sure that the battery slides in and out smoothly and that the latch mechanism locks the battery into the enclosure. Check for contact between the enclosure and the foot end hitch (Figure 19).

**Note** - The battery indicator light should turn green when a full battery is inserted.

21. Inspect the sensor housings for damage and make sure that they are mounted tightly to the outer rails (Figure 20).



Figure 19 –



Figure 20 –

22. Check for deformation of the outer rails at the restraint attachment locations (Figure 21). Deformation of the outer rail(s) indicates that the product has been involved in a major crash.

**Note** - A telescoping head section is a good indication of deformation.

23. Inspect the motor mounts for deformation or damage. The motor mount attachment to the V-tube should be centered on the V. Pay attention to deformation at the cylinder pivot (Figure 22). Deformation of the motor mounts, which prevent the cot from locking into the **Performance-LOAD** fastener, indicates that the product has been involved in a major crash.



**Figure 21 –**



**Figure 22 –**

24. Make sure that the head section telescopes in and out freely. The head section should lock in the fully extended and fully retracted positions. Check for damage to the head section release handles and guards (Figure 23).
25. Inspect the load wheel horns. Check for cracks or damage, that the horns are tight, and that the wheels roll freely (Figure 24).



**Figure 23 –**



**Figure 24 –**

26. Make sure that the safety bar rotates freely and returns to the neutral position.
27. Raise and lower the Fowler to make sure that it moves freely and that the Fowler cylinder release is adjusted (Figure 25). Check the Fowler cylinder for leaks or damage.
28. Inspect the litter pivots for cracks or damage (Figure 26).



**Figure 25 –**



**Figure 26 –**

29. Check the Gatch/Trendelenburg attachment for cracks or damage (Figure 27).
30. Inspect the litter pivots for cracks or damage (Figure 28).



Figure 27 –



Figure 28 –

31. Make sure that the Gatch/Trendelenburg move freely and that the release mechanism functions.
32. Replace the cot restraints (Figure 29).



Figure 29 –


33. If the cot is equipped with XPS, make sure that the wings pivot freely. Make sure that the ratcheting mechanisms lock and release in all seven positions.
34. If the cot has standard siderails, check for cracks and that the siderail moves freely and locks/unlocks.
35. Make sure that **Power-PRO** locks into and releases from its intended fastener.
36. Verify proper operation before you return the product to service. Follow all preventive maintenance procedures in the Operations Manual.
37. Complete the attached *Model 6506 Power-PRO™ XT post-crash inspection report* (page 8) and send to [ambulanceaccidents@stryker.com](mailto:ambulanceaccidents@stryker.com). Make sure that you include all requested pictures.

# Model 6506 Power-PRO™ XT post-crash inspection report



Perform this inspection report for the following cot configuration: **Power-LOAD®** and **Performance-LOAD®** compatible, XPS, XPS mattress, X-restraints, Gatch, and single (patient right) wheel lock.

Inspector name:	Inspection date:
Fastener serial number:	Service report number:

Make sure that you provide all required pictures and document details thoroughly.

<p><b>Cot serial number</b></p> <p><b>Note</b> - Send a picture of your product's serial number with this report (Figure 30).</p>	 <p><b>Figure 30 – Serial number example picture</b></p>
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## Crash event details

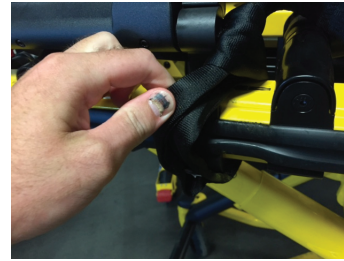
Crash damage indicators - inspect the following parts for damage	
<p><b>Crushed cot caster horns</b></p> <ul style="list-style-type: none"> <li>Crushed caster horns are more likely to occur after a side crash.</li> </ul> <p><b>Note</b> - Send a picture of <b>all four</b> caster horns with this report (Figure 31).</p>	 <p><b>Figure 31 – Caster horn example picture</b></p>
Details:	
<p><b>Deformed foot end hitch</b></p> <ul style="list-style-type: none"> <li>Pay attention to the attachment to the cot outer rails. There is a tab on the hitch that should touch the underside of the outer rail. A gap under this tab indicates deformation.</li> </ul> <p><b>Note</b> - Send a picture of the foot end hitch with this report (Figure 32).</p>	 <p><b>Figure 32 – Foot end hitch example picture</b></p>
Details:	

**Crash damage indicators - inspect the following parts for damage**

**Damaged outer rail**

- Check for a bent or crushed outer rail at the restraint attachment locations. Loosen or remove the restraints to inspect. The telescoping head section release should operate properly, and the head section should be able to extend and retract smoothly.

**Note** - Send a picture of the outer rail with this report (Figure 33).



**Figure 33 – Outer rail example picture**

Details:

**Deformed motor mount**

- Damage to the motor mount may appear on cots crashed with a **Performance-LOAD** fastener. Front crashes create damage under the seat section, near the motor. Side crashes can twist the motor mount near the Fowler cylinder pivot. Make sure that the attachment to the v-tube is centered.

**Note** - Send a picture of the motor mount with this report (Figure 34).



**Figure 34 – Motor mount example picture**

Details:

**XPS locking mechanism**

- Make sure that the XPS siderails lock and unlock properly. The XPS locking mechanism is designed to break away during a side crash.

**Note** - Send a picture of the XPS siderails with this report (Figure 35).



**Figure 35 – XPS locking mechanism example picture**

Details:



**Crash damage indicators - inspect the following parts for damage**

**Cracked litter pivot casting**

- Check for cracks on the castings that secure the inner legs to the litter at the v-tube. This damage occurs after front and side crashes with a **Performance-LOAD** fastener. If a casting cover is present, remove and inspect the casting.

**Note** - Send a picture of the litter pivot casting with this report (Figure 36).



**Figure 36 – Litter pivot casting example picture**

Details:

**Bent head end base tube**

- Check the cross tube at the head end side of the cot base for deformation. This damage may occur in a front crash with the **Power-LOAD** fastener. Damage to the plastic cover is not a failure; rotating the plastic cover is a good way to check if the tube is bent.

**Note** - Send a picture of the head end base tube with this report (Figure 37).



**Figure 37 – Head end base tube example picture**

Details:

Provide details in the space below to describe other damage (exclude normal wear):

**Note**

- Record any damage found during the inspection procedures. Please complete an additional service report for the repair of these items.
  - If any of the damage indicators are present, Stryker will recommend that you remove the product from service.
- ☐ Check the box if an additional service report is required. Service report number: \_\_\_\_\_
- ☐ Check the box if the other damage described indicates that the product should be recommended for removal from service.

**stryker**

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