

QUANTUM®

DRIVE WHEEL CONFIGURATIONS

Front-wheel, mid-wheel, and rear-wheel drive each have their unique benefits and considerations.



Front-wheel Drive

4Front® 2

Drive wheels and anti-tip casters in front; two caster wheels in rear

Performance Benefits...

- Optimal performance on outdoor/ soft terrain
- Makes tight turns around corners
- Maneuvers grade changes well
- Drive tire location is optimal for those who carry their weight more anteriorly
- Quantum's Smart Traction Control is built in for rear caster performance and maintains a straight path while driving

Considerations...

- Tendency to veer uphill when traversing a side slope
- Training may be necessary to turn through doorways with chair set close to wall of doorway to allow for the back end to rotate
- User should initiate turn before their head reaches doorframe
- Anti-tip casters may interfere with stand pivot transfers

Mid-wheel Drive

Stretto

Drive wheels directly under user; two casters in front and two in back

Performance Benefits...

- Tightest turning radius for a 360° turn
- Most intuitive for those previously ambulatory
- Having 6 wheels on the ground provides optimal stability
- Potential to high center in soft terrain
- Good traction on inclines and side slopes

Considerations...

- Limited in obstacle climb when compared to front-wheel drive
- "High centering" is possible on uneven terrain
- Making turns into a doorway can be accomplished from the center of the hall, turning when one's head lines up with doorframe

Rear-wheel Drive

R-TRAK

Drive wheels and anti-tip casters in rear; two caster wheels in front

Performance Benefits...

- Good control at higher speeds
- Handles aggressive terrain well
- Largest base so it is very stable
- May be familiar to previous users of rear-wheel drive

Considerations...

- Greater potential for indoor access issues because of large size and wide turning radius
- Tends to veer downward on side slope
- Making turns through a doorway can be accomplished by lining up with the opposite wall and initiating the turn after one's head passes the doorframe, allowing the front end space to turn

