

# *Sirus U-can Handbook*

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## **Introduction**

Welcome to your new car, as you can understand, the vehicle has been heavily modified from the original factory specification to suit your specific needs. The construction methods and materials used during the conversion have been selected to increase to longevity of the vehicle and create a conversion which gives a 'from factory' feel.

As a general rule, there are some further considerations and operations within this vehicle which have been added so as to make general running and operation as easy as possible.

The following information has been put together as an overview of the extra features which you need to familiarise yourself with before operation.

## **General Driving**

The Sirius U-can has a dramatically lowered floor pan which is part of the design to create the best vehicle for your needs and aid entry and exit to and from the vehicle. This in turn means the underside of the car is lower than standard, but it still has at least 5" ground clearance, which compared to a lot of modern cars and sports car is still actually higher.

During general driving you will not notice any difference with the handling of the vehicle, but we suggest that when approaching speed bumps etc, your speed *is* reduced (as would be necessary anyway) to avoid any unnecessary grounding of the vehicle\*

\*Please be aware though, that the underside of the car has been designed with a Stainless Steel 'sledge' style underbelly, so should any contact be made with speed bumps etc, it will slide over the obstacle without causing any damage.

## Flat tyres / jacking the vehicle

During the conversion of your car, a large portion of the original vehicles interior floor area was removed to allow for the dropped floor area. This in turn means the area for the exhaust, fuel tank and spare wheel etc has been taken away, therefore there is no current storage for the spare wheel on your vehicle without compromising your access to the car. As a result should a puncture occur during an outing, a Tyreweld Puncture Repair device has been added for your convenience which seals the punctured area and inflates the tyre to assist you to your destination. Your vehicle jack and wheel brace etc are stored as illustrated below;



As you will notice on your vehicle, with the dropped floor and re-engineered chassis, the side of the car has GRP skirts to aesthetically enhance the appearance of the vehicle (illustrated above), as a result the factory supplied jack will still fit the original jacking points, but the side skirts are removable, to remove the skirts, please use the supplied Allen Key (located in Volkswagen Handbook). There are 2 fixing points on the car (one near the front wheel arch the second near the rear wheel arch) simply unscrew the bolts to allow side access. If you are in any doubt about the fitment, please contact Sirius Automotive Ltd direct on 0121 505 7777

## **Exhaust System**

Due to the nature of the conversion on the U-can, the original exhaust system is rendered un-usable, as a result, your car is now equipped with a full custom Stainless Steel exhaust system, which should last the vehicles life\*

\*consumable parts such as exhaust support rubbers will perish over a long period of time.

The catalytic converter on your vehicle is situated very close to the engine area on the Caddy, therefore during our conversion we do not interfere with its location thus the warranty will be covered by VW if there are any ever issues.

## **Fuel tank**

Again, due to the extensive conversion your vehicle has undergone, the U-can has a specially designed fuel tank to suit the profile of the underside of this particular car. As a result the fuel tank has a maximum capacity of 66 Litres (compared to the original VW Tank of 60 litres)

Dependent on fuel prices that will give you a (an approximate) 350+ mile between fill ups. (Please note, due to the complex shape of the tank, when filling full, ensure to stop at first click of the pump, to avoid overfilling)'

***Urban mpg 38.2\****

***Extra urban mpg 54.3\****

***Combined mpg 47.1\****

*\*Details taken from VW official figures*

## Interior controls and switches

Your Caddy U-can has had a considerable section of the floor cut away at the front, this means we have lost the original 'transmission tunnel' area where the gear selector was originally situated, as a result we have relocated the gear selector on its own panel higher in the vehicle at the drivers area which also aids the drivers usability. On this panel we have located the operational buttons for the electric handbrake and the open / close procedure. (As illustrated)

Above the relocated centre console the rest of the dash area and controls are as VW intended, for further details please refer to your VW Owners Manual

## Electronic Handbrake

The handbrake operation is a simple on / off operation, the switch is indicated in yellow signage and the direction is shown by the symbols of 'locked' or 'unlocked' padlocks.



## Ignition release button

When the vehicle is in 'Park' at the end of the journey, the 'Ignition key release' button needs to be pressed to allow the key to be removed from the ignition barrel, this is due to the change from the original gear selector module which had a built in switch to allow release, it's a safety measure to ensure the cannot be left in any drive gears.

## Tailgate / ramp opening closing

The entry exit system on your Caddy has been designed in conjunction with 'Dunlop Systems', the whole system is air operated which offers more user friendly actions.

To open and access the vehicle you simply press the 'unlock' symbol on the original VW key fob, (this will firstly unlock the vehicle) press the 'unlock' button a second time and this will start the 'opening' sequence.



Firstly the 'hazard' lights will start to flash to indicate the sequence has started, the second stage is the rear suspension will lower after a few seconds, once the suspension has settled in its lowered position, the tailgate will 'click' (releasing the lock) followed by the tailgate opening to its full opened position, following this the ramp will deploy in a controlled manner, once the ramp makes contact with the ground, the hazard lights will stop flashing and vehicle is ready to enter.

Once in the vehicle and at the driver's area, the car can be 'closed' by two methods, either pressing the 'locked padlock' logo on the key fob or using the dash mounted switch....

**Using the key fob;** simply press the lock symbol, and this will start the 'hazard' lights flashing, followed by the ramp closing after a few seconds (you will hear a purring noise at this time – this is the compressor under the bonnet filling the tank with air) once the ramp lifts and in its vertical position, the tailgate will then in sequence start to close, this is a staged closure and you will hear an air exhausting type noise as the air is expelled from the ram, after a few seconds the tailgate will be fully closed and locked;



*Note – when the rear of the vehicle is closed from the key fob, the suspension will stay in the lowered position at the rear, this reason being generally you would close the vehicle once exited, ready to leave locked and secured, thus the car is already low when you return to vehicle to re-enter. (it saves an extra process in the cycle of air on the compressor) If you have closed vehicle when inside using the key fob, once the engine is running and you start to move the rear of the car will rise to standard height automatically.*

**Using dash switch;** if closing vehicle when in side from the drivers area, and using the dash mounted switch, press and hold 'locked padlock' side of switch for approximately 5+ seconds, the hazards will flash continuously and then you'll hear an audible 'bleep' once this is heard you can then release switch, and the vehicle will follow the same closure procedure as above, but once the tailgate closes, the rear suspension will rise to standard drive height.

The rear air suspension is also self-leveling; this means if there is a lot of extra weight in the rear (i.e. extra person travelling in rear or luggage etc) the suspension will maintain its correct height at all times, this in turns ensures you have the ultimate ground clearance for speed bumps etc.

## Emergency Opening Information;

If at any point during your ownership of your I-can you need to be released from the vehicle in an emergency situation, the tailgate and ramp can be opened manually by simply opening the tailgate in the conventional manner and pulling the ramp towards the floor – once the air system is in either open / closed position, the air has been expelled from the system ensuring the system is in a manual mode.

## Wheelchair lock down release

The vehicle may be fitted with an 'EZ lock' wheelchair lock-down device. As explained to you in person, your chair has been modified to fit this locking system to ensure you are secure and safe whilst on the move. The 'EZ lock' has its own 'control' unit located on the drivers centre console (as indicated on diagram below) the 'Left' hand button is the release button for your chair. The 'Right' hand button switches the audible 'bleeps' on and off. \*

\*Please refer to operation guide for the EZ Lock full operating instructions

An audible warning will sound if the ignition is on and the chair is not correctly locked into position. As a safety feature the chair cannot be released until the ignition is off, and the car should not be 'started' unless the chair is locked in correctly.



## Near side rear door – Service door

Due to the extensive chassis modifications the U-can has undergone during conversion, the aim was to create the most accessible entry possible within the vehicles parameters, the rear near side door is now only used as a service door during annual inspections etc, the door runner guide has been removed and left in a locked position (also the door offers no purpose as there is no access to any seating)

The external part of the car has been left standard, so as to create a standard external appearance.

## Removable Passenger Seat

The original passenger seat has been re-instated with the vehicle and can be used by others to travel when required, it's a simple fit / removal process. The seat base has been modified with a frame work to ensure the seat is at the original height and distance as Volkswagen intended. To remove simply use the spanner which has been included with your vehicle, (located in your VW Hand Book), remove the 2 bolts in the rear of the seat (as illustrated below) the seat then slides backward in the front keyhole locaters, then tilt the seat backwards, which then raises the seat onto the rear castors, the seat can then be rolled out.

These vehicles have been through extensive testing to ensure the overall car safety. The removable passenger seat has to be fixed with bolts to meet the safety requirements.



## **General advice**

As previously mentioned, your vehicle has been through a heavy conversion to get it too the standard needed for the driving experience to begin, although every effort has been made to ensure the vehicle is as reliable and re-assembled to the original standard as possible, you may occasionally hear certain noises or rattles which are 'normal' on this type of vehicle due to the complex components added, if there is anything which you feel is not 'normal' please contact us and we will be happy to help or advise.

### **Additional Important Information – Added 06/2009**

This information has been added from feedback of vehicles on the road....

Do not repeatedly open & close the rear of the vehicle when the static (i.e. no ignition or engine running) as this will empty the reserve air tank. If this does happen there will be no back up of compressed air in the reserve tank to close vehicle.

The vehicle must be driven to excite the pump and refill the air tanks up to pressure.

May we take this opportunity to wish you a happy driving experience and be able to explore new horizons.....

You can, in a U-can.....

## CUSTOMER DECLARATION

Before using the vehicle independently for the first time, please thoroughly read the information given in this booklet and ensure you are familiar with all the controls and adapted items within the car.

Once hand-over is completed and all the controls have been demonstrated and you are fully aware of the vehicles operations please sign this declaration\* to confirm you are satisfied with all of the information provided

*\* I declare that all operational aspects of the fore mentioned vehicle have been fully explained and demonstrated, and that I understand and I am satisfied with the information supplied.*

Signed \_\_\_\_\_ Date \_\_\_\_\_

*(Customer's copy to remain with handbook)*

## **CUSTOMER DECLARATION – *Operations of Sirius U-Can***

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*\* I declare that all operational aspects of the fore mentioned vehicle have been fully explained and demonstrated, and that I understand and I am satisfied with the information supplied.*

*Signed* \_\_\_\_\_ *Date* \_\_\_\_\_

*(Sirius Automotive copy to be retained by company as evidence the information has been fully explained)*