

Trilogy100: Consumer Review

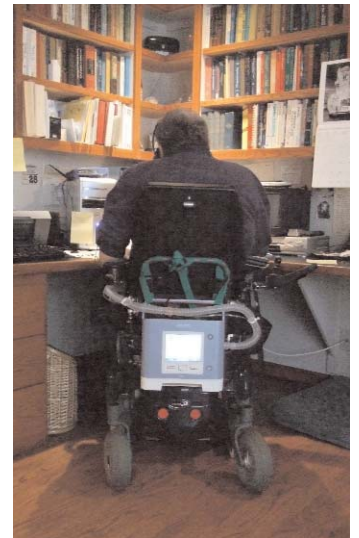
Charlie Elman, Los Altos, California, chartzmarkt@gmail.com, writes,

“I received my Trilogy100 in August 2009. It is different from my PLV®-102b because it is smaller, more portable, and has much better batteries. I use the Trilogy100 about 15 hours a day. It’s mounted on the back of my wheelchair and looks like a backpack. I use the PLV at bedside for about nine hours a day.

“I originally used a PLV®-100 (after a tracheotomy in May 1996 due to respiratory failure), later switching to a PLV®-102b. I investigated all of the portable vents because I was frantically looking for a portable vent to mount on my wheelchair. I was one of the first to get the Trilogy100 in my area, thanks to the advocacy of my respiratory therapist. I’m on Medicare, with United Health Care as my secondary insurance carrier. I did not have any problem getting it covered.

“The Trilogy100’s operation is a little bit different from a user’s standpoint. Instead of delivering a constant amount of air, it monitors the volume and adjusts it so that the user gets the correct tidal volume when averaged over time. Another plus is the alarm – it’s not nearly as annoying as the PLVs. It does tweedle (my term!) with different problems, but the alarm resets itself after a short while. The only downside is that it clicks on every breath. This is very annoying to me.

“As an electrical engineer, I have measured the power consumption of the PLV and think the Trilogy is very similar. I have a voltage converter mounted on my wheelchair which changes the voltage from the wheelchair (24V) to the voltage required by the Trilogy (12V). This converter handles up to 2 amps. I believe the Trilogy uses about one amp. Considering everything, I’m really glad I have the Trilogy100.” ▲



The Trilogy100 mounted on Elman’s wheelchair.

Air Travel: Vent Sticker Update

Ventilator users continue to report challenges over the “sticker” issue in flying with their ventilators. (See *Ventilator-Assisted Living*, Summer, 2009, p. 2, www.ventusers.org/edu/valnews/VAL_23-2sum09pAll.pdf) Vent users may be required by the airlines to produce evidence of the RTCA/DO-160F certification and to comply with other airline requirements for traveling with medical devices.

Frontier Airlines recently denied a flight to a vent user with an LP6+. The LP6+ was discontinued several years ago, and Covidien Ltd. (the company that purchased manufacturer Puritan Bennett) does not plan to pursue stickers for it. However, Covidien is trying to expedite the process of obtaining stickers for the Puritan Bennett 540 ventilator. www.puritanbennett.com

Trilogy100 ventilator from Philips Respironics has been certified for use aboard commercial airlines taking off or landing within the United States. Go to www.philips.com/trilogy100.

ResMed has successfully completed testing for many of its respiratory assist devices. The list has been posted on www.ventusers.org in the “Advocacy” section. ▲

Volunteers are needed to call the airlines

at the numbers posted on www.ventusers.org/net/AirCarriersPolicies.html to obtain their list of approved vents. United, Delta and American have been contacted.

All information gathered will be posted on www.ventusers.org.

If you want to help, email info@ventusers.org.