

Chapman Driver Seating

Part Number Configuration

Seat Upper

There are 3 types of seat for OEM supply based on the current Nova Urban – these can also be supplied with a 3-point integral seat-belt certified to M3 (big bus/coach spec.)

*51000 Non-headrest (low back) – no longer in production – spares only – see **56000***

*52000 Semi-adjustable headrest – no longer in production – spares only – see **57000***

54000 Higher back (no headrest) – around 110mm higher than 56000.

*55000 Integral headrest – no longer in production – spares only – see **57000***

56000 Narrow standard back (no headrest)

57000 Narrow with Integral headrest

The last 2 digits denote the seat covering which could be moquette, vinyl (ambla), leather, e-leather or even supplied untrimmed. This is purely a sequential number that we allocate on the system when a new material is requested that we haven't supplied since we changed the part numbering. We are currently up to moquette number MOQH2.

If the seat includes a seat-belt then the part number would also contain an S in the middle i.e. 57S89. There are exceptions to this – if it has a seat-belt and is R/H recline only, then the S becomes X. There is a newer seat-belt seat assembly which has a tested version of the SR2 height adjuster – this is called the R14 seat after the test standard that this seat complies to.

If the seat includes a lumbar support, we would suffix the number with /LS or /LSL if the lumbar adjustment handle is to be located on the left of the seat – the part number for a typical seat upper would be 56004/LS. This is a non-headrest Nova Urban trimmed in MOQ04 grey needle moquette with lumbar support. For a list (with pictures) of commonly used moquette, please go to www.chapmandriverseating.com/trim.htm.

If the seat includes a ProBax cushion foam, then no lumbar support is required and the suffix is /PB rather than /LS.

Height Adjusters

There are two “groups” of height adjuster – these can be split into scissor-action type and pedestal type. The SR2 is the most commonly used height adjuster (scissor-action) on all new vehicles, and this superseded the SideRiser winder handle operated SideRiser scissor-action height adjuster. Before that, the most commonly used unit was the Mk250 height adjuster. The pedestal type height adjuster has been around since the 1960's and can be operated by a winder handle driving a mechanical gear or by a gas strut (like an office chair). The pedestal simply goes up and down whereas the scissor-action height adjusters go up and down but can also be tilted at the front and back.

The part numbering for the pedestals has not been changed since we acquired the business so is not very logical, but there are only about a dozen variants that are regularly used. The mechanical type is referred to as Mk128 and the gas type are Mk300 pedestals. These are generally designed to fit directly under the seat and onto the floor of the vehicle.

The SR2, SR1 and MK250 height adjuster is usually supplied with a fixed plinth to make up the height of the seat – there are 6 sizes/types of plinth in common use, but we have made other heights and variants in the past. These are five-digit part numbers starting with 8.

The part numbers for MK250 were changed about 12 years ago due to the confusion caused by customer changes and the old part numbering system. These parts are five digits long and start with a 6 and the structure is as follows:

First digit is always 6 – this denotes MK250

The second digit denotes the slider adjustment length to be supplied – there are two choices – 160mm or 200mm. The second digit is either 1 for 160mm or 2 for 200mm

The third digit denotes the hole centres from side to side – this can be either 215mm or 255mm and would be shown as 1 for 215mm or 5 for 255mm. We have recently developed a handle to allow a width of 280mm to replace the standard KAB seat fittings. This makes the third digit 8. The only exception to this is on the M3 seat-belt type where we show a 0 here. This has hole centres of 200mm and we have to supply this with a fixed plinth to comply with the M3 certification.

The fourth digit denotes which side the adjuster handles are located – with any adjustment handles we always specify that these are left or right hand based on the user sitting in the seat. In this case it is either 1 for left or 0 for right hand adjuster handles.

The final digit tells us if the MK250 has a rubber gaiter or not – 1 is with gaiter, 0 is without. All M3 Mk250s are fitted with a gaiter as standard.

A typical MK250 part number of 62511 therefore would tell us that it has 200mm sliders, 255mm left to right hole centres with adjustment handles on the left and a rubber gaiter.

A similar part numbering convention was been applied to the SideRiser height adjuster although the first digit for this is 7. The main variant we supplied has adjustment handles on both sides and is the OEM specification for Stagecoach – they use a 72501 (200mm sliders, 255mm left to right and with gaiter).

There was also a left hand only variant (72511) and again the 4th digit denotes this – 1 for left hand adjustment. We have not supplied these on new vehicles for around 3 years and are currently making a small batch to support the units in service on the NBfL vehicles. The SR2 is a direct replacement and has the same fixing hole configurations as the SideRiser.

The SR2 range has a five-digit part code starting with 9 but there will be no gaiter option. It will only be slider length or hole centres side to side initially for the standard units. 92510 is SR2 with 200mm sliders and 255 left to right hole centres which is the main product, but this can be configured with 215mm handle width (92110) or 280mm handle width (92810) or 160mm sliders if required.