



**IAA 2006**

**RESCROFT LIMITED**

**PASSENGER SEATING**

- design ▪
- testing ▪
- manufacture ▪

**STAND B23**



IAA 2006  
Exhibition Centre  
HANNOVER

[www.iaa.de](http://www.iaa.de)

RESCROFT LIMITED: STAND B23

## PRODUCT RANGE

Rescroft Ltd is exhibiting a selection from its wide range of automotive seating at IAA:

Items on display will include:

- 'Nevis' M1/M2 High Back
- 'Defender' III M1/M2/M3 Semi-High Back
- 'Plica' M1 Side-Folding
- Schoolbus M3 Narrow
- R2118 + R2167 M2 (lap-belt only)
- 'Accent' M1 Fold-up **\*\* NEW PRODUCT \*\***
- Swivel M1 Swivelling Base **\*\* NEW PRODUCT \*\***
- Ambulance Seat M2 Side-Folding **\*\* PROTOTYPE \*\***

## ***Press Enquiries***

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## 'Nevis' – M1/M2 High Back

This high back seat complements, aesthetically and technically, Rescroft's Defender range. The same, modern look is enhanced by a higher backrest creating an even more comfortable product.

Nevis offers a high level of passenger safety and, in its various forms, is compliant to M1, M2 or M3 standards. For M2 and M3 applications, the seat is available as single, double and treble units: for M1 applications, as singles and doubles.

The seat is manufactured as either a standard M2 or a robust M1 version. Pricing and seat weight vary according to the category required.

The seat belt exits at shoulder level, from the front of the seat, and the extra height of this product eliminates the need for separate headrests.

An ABS back is standard.

Embus compliant

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End

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## **'Defender III' – M1/M2/M3 Semi-High Back**

Rescroft's flagship product, Defender III, was launched at the end of 2002 and continues the Defender tradition of stylish, comfortable, ultra-safe M1/M2/M3 passenger seating.

Descended from Defender I (the first commercially viable M2 seat to reach the UK minibus market) and Titan, this latest version remains the most popular semi-high back choice for most bodybuilders and vehicle operators.

The seat is manufactured in three forms: a lightweight M3, a standard M2 or a robust M1. Pricing and seat weight vary according to the category required.

For M2 and M3 applications, the seat is available as single, double and treble units: for M1 applications, as singles and doubles.

Embus compliant.

————— End —————

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## **'Plica' – M1 Side-Folding Semi-High Back**

The Plica side-folding seat has a fold-away facility that eliminates the need to remove the seat from the vehicle where, for example, wheelchair access is required.

The Plica can be fitted along the full length of the vehicle, folding against the side when not in use thereby maximising aisle width.

Passengers face forwards and the seat has been tested and approved to M1 standards.

Embus compliant

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**\*\* NEW PRODUCT \*\***

**'Accent' – M1/M2 Fold-Up Semi-High Back**

The Accent fold-up seat has been designed to exactly complement Rescroft's range of fixed-cushion Defender III seating.

When attached to either end of, for example, a Defender III double seat, to form a treble unit, the Accent can achieve M3 compliancy using a single leg. As a stand-alone unit, on two legs, it can achieve M2 loadings.

When installed rear-facing, this product is suitable for use in M1 category vehicles.

This product finds a particular application as a crew-cab component where it can provide additional seating without (due to its fold-up cushion) compromising side door access.

Embus compliant (2-leg version)

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**\*\* NEW PRODUCT \*\***

## **M1/M2 Swivelling Base**

This swivel unit interfaces with the Defender III or Nevis to provide full M1 compliancy. The base locks at 90 degree increments to give four seating positions.

When used forward-facing, it is compliant to M1 or M2 and when rear-facing it is complaint to M3 test loads. It may NOT be used side-facing in a moving road vehicle but two further operational positions are provided for use on stationary vehicles.

The swivel mechanism is released via an operating lever located on the right hand side of each unit.

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End

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## **R2195 Schoolbus' – M3 Narrow**

By minimising seat width and pitch, the R2195 schoolbus seat enables vehicle builders and operators to maximise forward-facing seating capacity whilst providing every passenger with an integral, 3-point, height-adjustable safety belt.

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End

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**\*\* PROTOTYPE \*\***

## **M1 Ambulance Seat**

The prototype M1 ambulance seat has a fold and pivot facility. This will eliminate the need to remove the seat from the vehicle where wheelchair or stretcher access is required. It will be possible to fit this product along the full length of the vehicle, folding against the side wall when not in use, maximising aisle width.

By folding up within its own length, this seat will improve seat pitch as well as complimenting the Defender III and Nevis seats in design, and will be available with a wide range of accessories.

**It is expected to be commercially available from January 2007**

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End

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## **R2118 Standard Back + R2167 Side-Folding**

The R2118 standard back offers low cost, utility seating for vehicle conversions where the legal requirement for lap and diagonal seat belts does not apply. M2 and M3 compliance can, however, be achieved using lap belts only.

A range of seat widths, leg heights and accessories is available.

The R2167 side-folding, occasional seat is designed to attach to the R2118 double. This creates an additional seating position, within the width of the gangway, whilst the vehicle is in motion, but, by folding up against the R2118, allows gangway access when the vehicle is stationary.

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