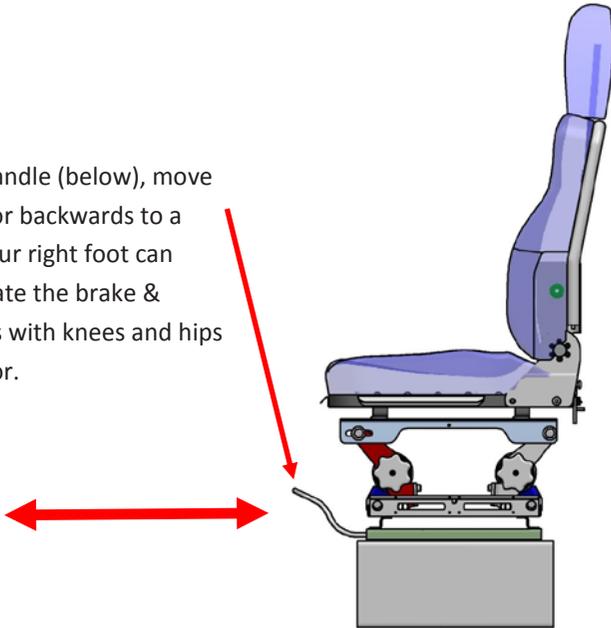


# Guide to setting the seat position for Chapman seats fitted with ProBax<sup>®</sup>

1

Using the slider handle (below), move the seat forward or backwards to a position where your right foot can comfortably operate the brake & accelerator pedals with knees and hips parallel to the floor.



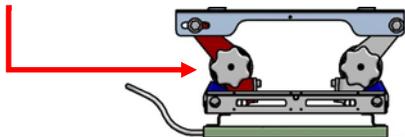
2

Adjust the seat back angle to a position between 95 and 110 degrees for optimum comfort using the recline wheels located on the side of the seat



3

Ensure that your left foot is comfortably positioned flat on the floor so that you do not feel excess pressure on your left leg. When your right leg is operating the pedals you need to ensure that there is no excess pressure under your thighs. Use the **left adjuster handle** to lower the front of the height adjuster slightly—check that you have enough room to place one finger between your thigh and the seat cushion.



4



You should now be able to adjust the steering wheel binnacle into a position that you are comfortable with, that **DOES NOT** require you to lean forward/slouch to operate it properly. To gain the maximum benefit from the ProBax feature, you need to maintain an upright posture and as much contact with the seat back as possible.

# ProBax<sup>®</sup> Advanced Seating Technology

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## What is ProBax ?

ProBax is a patented system of foam inserts located in the seat base cushion. The geometrical design and location of the inserts are unique for each seat base and the ProBax system is individually developed for each application—in this case the Chapman Nova Urban range.

The ProBax foam is then manufactured under license by, in this case Chapman based on the current mould tooling and design.

## How does ProBax Work ?

The average human head weighs 9.5lbs and needs to be supported by the spine. To do this the spine has a natural “S” shaped curve.

Conventional seats let the pelvis of the seat user to rotate backwards into a position where the spine has an unhealthy “C” shape.

This “C” shaped posture causes the head and shoulders to fall forward leading to muscle ache and discomfort - ProBax prevents the pelvis from rotating backwards when sitting leaving the seat user to sit in a more upright, natural and healthy posture.

Human anatomy allows ProBax to work for 95% of the population.

The “S” shaped curve greatly reduces strain on the neck and back

It improves blood and oxygen flow through the body and reduces muscle fatigue and cramps

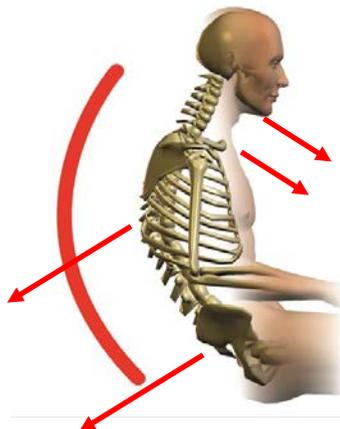
ProBax transfers weight through the spine and the seat base and NOT through the muscles or the back of the seat. The head and shoulders DO NOT fall forward in ProBax seats. Line of sight and digestion are improved by better posture.

### CONVENTIONAL SEAT

Slumped seated posture

“C” Shaped Spine

Kyphotic Shape



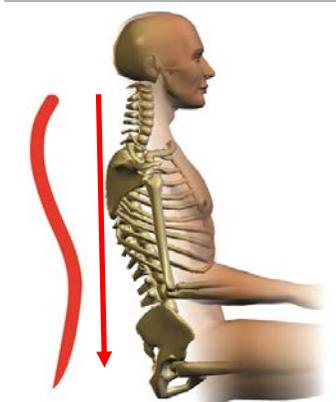
**ProBax**<sup>®</sup>  
Advanced Seating Technology

### ProBax<sup>®</sup> SEAT

Natural seated posture

“S” Shaped Spine

Lordotic Shape



# Not just a “basic” seat!

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The Chapman Urban driver seat is often referred to as a “basic” driver seat. When compared to the types of seats you see on some coaches, it is easy to make that assumption. However, the Chapman seat has been around for many years and after talking to many drivers and engineers alike, experience has taught us that in such a demanding environment, the important features are not always found at the press of a button.

All Chapman seats feature a sprung cushion mat. Although the foam may appear firm, it is supportive and the sprung mat under the cushion provides an element of damping and prolongs the foam life. The foams are manufactured to strict quality standards to ensure the same density every time. Many new seats are now specified with the ProBax © feature which is exclusive to Chapman.

Seats trimmed in leather or E-Leather are fitted with a heat-reactive material underneath the face panels called Outlast. This helps maintain a consistent temperature in all weather conditions.

The latest height adjuster - SideRiser 2 (or SR2 as it commonly known) is the most rigorously tested height adjuster we have ever made. Every unit is certified to a safe working load of 30 stones (190kg) to ensure the safety of all drivers, although it has been subjected to forces significantly in excess of this figure. A video of the final drop test we carried out at Millbrook Proving Ground can be found on our web site at [www.chapmandriverseating.com/sideriser2.htm](http://www.chapmandriverseating.com/sideriser2.htm).

We also now produce a seat-belted version of the seat with SR2 which has been tested at MIRA by us and also by various bus builders to the latest EU R14 standard.

