



C&C Chair BN-1 (tested and certified by the National Traffic Authority of the Netherlands (RDW))

In cooperation with the Hogeschool Autotechniek (Automobile Technology Academy), C&C Products has developed the BN-1 vehicle chair and the BN-2 bench module for vehicles.

The C&C BN-1 chair can be installed at any desired position and in any vehicle. The strength of the C&C BN-1 chair, the anchoring points of the chair in the vehicle, the attachment points of the safety belt and the attachment points of the C&C respiratory equipment holder or scuba diving holder, meet the strictest EEC standards. In this case it concerns the N1 standard (20 G), which you can find more information about on page 4. What is more, C&C Products is the only supplier in the Netherlands that meets this standard!

The C&C BN-1 chair is designed in such a way that it can be attached in the cabin or superstructure of any vehicle by means of a patented floor attachment and as an independent seat. A maximum of 2 C&C vehicle chairs can be installed next to one another in the driving direction and three chairs next to one another in the opposite direction.

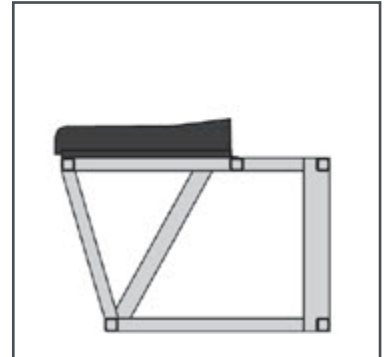
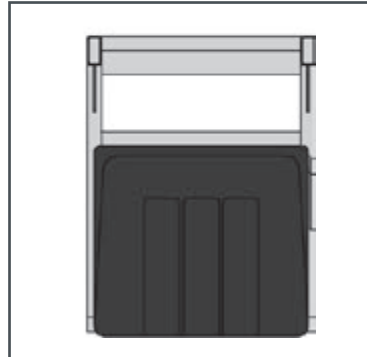
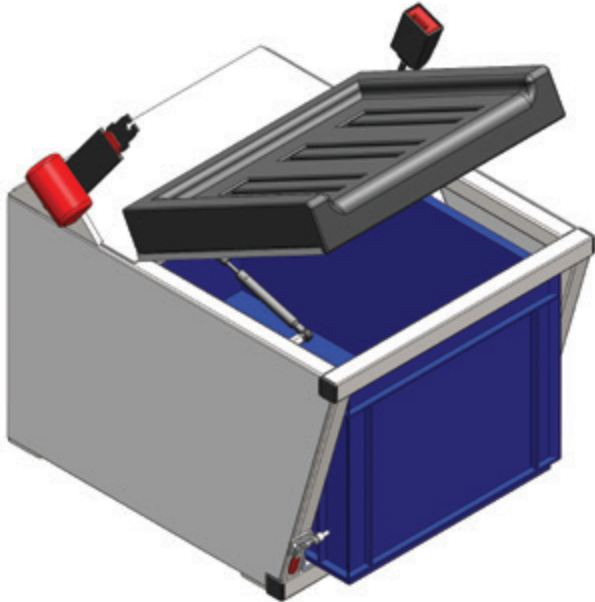
The C&C vehicle chair is built up of tube profiles with a St37-2 and St52-3 steel quality. The chair comes with a 3-point belt, a C&C SCBA holder and a preformed seat that can be folded up by means of a gas-operated spring. The frame has been sandblasted, spray-galvanized and spray-painted in a grey colour.

The C&C BN-1 chair is delivered with a floor attachment plate, an inspection certificate and installation instructions.

Options for the C&C BN-1 chair

As an option, the C&C BN-1 chair can be delivered with head supports and a lumbar support (both of which can only be delivered in combination with the SCBA holders). A height-adjustable carriage and a frame locking device underneath the seat are also deliverable as options.

To prevent confusion with the black bands of the respiratory air equipment, a red hip belt is also available in a 2-point or 3-point version. These belts are extra long (because of the respiratory air equipment) and are provided with a reeling device. The belts are of course certified.



C&C Bench module BN-2 (tested and certified by the National Traffic Authority of the Netherlands (RDW))

In cooperation with the Hogeschool Autotechniek (Automobile Technology Academy), C&C Products has developed the BN-1 vehicle chair and the BN-2 bench module for vehicles.

The strength of the C&C BN-2 bench module, the anchoring points of the bench module in the vehicle, the attachment points of the safety belt meet the strictest EEC standards. In this case it concerns the N2 standard (10 G).

A maximum of four C&C BN-2 bench modules can be attached next to each other in a row in the driving direction, and four modules in the opposite direction.

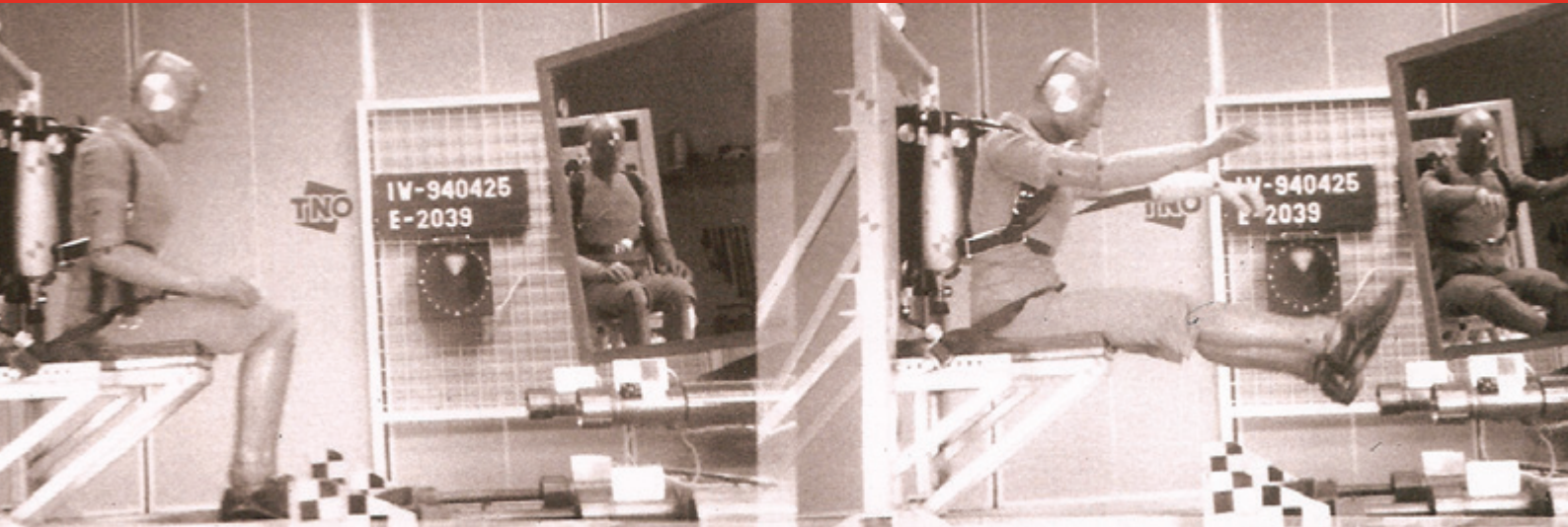
The C&C BN-2 bench module is built up of tube profiles with a St37-2 and St52-3 steel quality. The BN-2 comes with a 2-point belt and a preformed seat that can be folded up by means of a gas-operated spring. The frame has been sandblasted, spray-galvanized and spray-painted in a grey colour.

The C&C BN-2 bench module is delivered with floor attachment plates, and inspection certificates and an installation regulation.

Options for the C&C BN-2 bench module

A frame locking device underneath the seat can be delivered as an option for the C&C BN-2 bench module.

To prevent confusion with the black bands of the respiratory air equipment, a red hip belt is also available in a 2-point or 3-point version. These belts are extra long (because of the respiratory air equipment) and are provided with a reeling device. The belts are of course certified.



Legal requirements regarding vehicle chairs and safety belts in fire engines

National Traffic Authority of the Netherlands (RDW)

Within the framework of the legislation concerning the “attachment of safety belts”, which came into effect on 1 October 1999, new vehicles must be presented to the RDW for inspection. They must be equipped with seats that have passed a tension and crash test, both regarding the strength of the chair and the attachment of the safety belts.

The RDW makes an important distinction in the certification requirements for vehicles. This distinction is based on the difference in the maximum permissible speed and it determines the strength requirements of safety components such as seats, safety belts and braking systems.

Category: N2 / N3

This concerns vehicles that have a weight over 3500 kg.
A driving license for large vehicles is obligatory.
Maximum speed: 80 km/hour
Requirement: 10 G

Category: N1

This concerns vehicles with a weight that lies below 3500 kg.
A standard B-license suffices for these vehicles.
Maximum speed: 120 km/hour
Requirement: 20 G (Caution: This is an increase of the force by a factor of 2)

Fire brigade applications

Since the fire brigade often uses its N2 / N3 vehicles as if it were an N1 vehicle, it is not unreasonable from a safety point of view to apply the requirements of an N1 vehicle.

C&C Products is the only manufacturer that can warrant these high inspection requirements.

20 G certification on the SCBA holders
20 G certification on seats and safety belts.