

LFW Gen III



NABI's "LFW" family of low-floor buses is not a totally new product line—it just looks that way.

The LFW is actually a thoroughly proven vehicle platform developed in 1999 and first Altoona tested in 2000. Since then, thousands of these venerable low-floor buses have been delivered throughout the USA, using diesel and natural gas fuels, with conventional as well as hybrid drive systems.

The LFW recently received a fresh, new *front mask*... the portion of the body forward of the front door.

The new front mask incorporates modern and functional design cues including the latest headlight technology, an energy absorbing bumper with integrated styling, and a more raked windshield that's available in single-piece or two-piece configurations.

The rooftop equipment enclosure also benefits from fresh, new styling with more streamlined front and rear end-fairings. As with earlier LFW's, this rooftop enclosure is used to conceal CNG tanks or hybrid energy storage equipment. It is entirely deleted for conventional diesel applications.

But don't let the LFW's modern good looks fool you. The body's entire structure, from its A-pillars to its rear-corner posts is the same proven, utilitarian structure that has been refined in transit applications for over a decade. All body surfaces are inherently corrosion resistant, and side skins are easily replaceable in sections from aluminum sheet. And it's easy-to-repair, welded tubular structure is manufactured entirely in the USA.



features & benefits

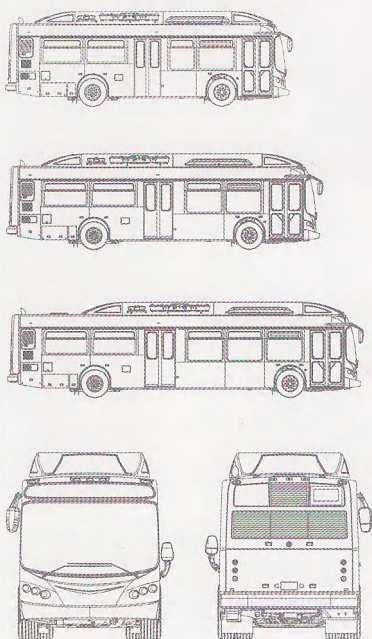
LFW Gen-III

- Body and chassis are proudly produced entirely in the United States for reduction in manufacturing lead-times and improved spare parts availability
- Coated mild steel bus structure is standard with an optional S.A.E. 304 stainless steel structure available for additional protection against rust and corrosion
- Body side panels are fabricated from inherently corrosion resistant and lightweight aluminum and fiberglass materials and adhered to the body structure with materials that protect against galvanic reaction, all of which minimizes costly repairs due to rusting and corrosion
- Roof paneling consists of a single-piece fiberglass sheet design, which runs full length of the vehicle and thus eliminates joints on the roof, which again minimizes costly repairs due to rusting and corrosion. Additionally, weight savings are achieved with the use of a fiberglass roof
- Small quarter panels have been eliminated for improved visibility, increased area swept by the

- windshield wipers, elimination of bonded glazing and improved versatility of exterior mirror positions
- Optional single-piece front windshield is available for minimizing visual obstruction with the elimination of a center divider and the wipers parked along the lower edge of windshield and thus, leaving no unwiped portion of the driver's viewing area
- Added windshield rake improves esthetics and reduces reflections in windshield during night operation
- A styled bumper with more streamlined and integrated esthetics is now standard with this new styled bumper provided by a proven "industry standard" supplier (Romeo Rim) and meeting all applicable FMVSS impact standards as well as SBPG's 9-degree approach angle requirement
- Passenger door operators are entirely Vapor supplied components
- State-of-the-art robotic paint system utilized for painting the entire bus and thus, significantly

- improving consistency and quality of the painting process as well as reducing the amount of paint released as volatile organic compounds (VOC's) into the atmosphere
- Improved HVAC air distribution full length of the bus so that there is approximately a plus or minus 2-degree difference in the interior compartment air temperature from front to rear of bus
- Availability of all-electric wheel chair ramps with 1:6 slope which can be outfitted in the front and/or exit passenger doors for improved accommodation of customer's ADA needs
- The headlight design utilizes round headlights that encompass multiple headlight technologies (Halogen, LED, Smart LED, etc.) and are "general use" components with routine availability in the after market. Headlights are also specifically positioned to project light past bike rack and stowed bicycles in the event bus is outfitted with a bike rack

specifications



Equipment	31-LFW	35-LFW	40-LFW
Passenger Capacity - Seated	25	30	40
Length - Over body	32' 7"	36' 0"	40' 8"
Length - Over bumpers	33' 4"	36' 10"	41' 6"
Width - Over body	102"	102"	102"
Roof Height - Overall	133"	133"	133"
Roof Height - CNG	133"	133"	133"
Roof Height - Diesel	125"	125"	125"
Roof Height - Hybrid	133"	133"	133"
Wheelbase	181.89"	219.29"	275.20"
Front Overhang	95.4"	99.3"	99.3"
Rear Overhang	123"	123"	123"
Approach Angle - No skid plate	9.0°	9.0°	9.0°
Approach Angle - With skid plate	8.0°	8.0°	8.0°
Breakover Angle	13.0°	11.2°	8.9°
Departure Angle	9.0°	9.0°	9.0°
Step Height - Entry door	15.5"	15.5"	15.5"
Step Height - Exit door	15.5"	15.5"	15.5"
Floor Height - Rear axle	33.3"	33.8"	33.8"
Headroom - Front axle	98.5"	98.5"	98.5"
Headroom - Rear axle	80"	80"	80"
Passenger Doors - Front (clear opening)	32" slide-glide	36" slide-glide	36" slide-glide
Passenger Doors - Rear (clear opening)	26.5" flip-out	26.5" flip-out	26.5" flip-out
Turning Radius (outside)	32' 8"	33' 8"	40' 0"
Tire Size	305/70R22.5	305/70R22.5	305/70R22.5
Weight - GVWR	43,420 lbs.	43,420 lbs.	43,420 lbs.
Diesel Fuel Tank Capacity	85 gallons	125 gallons	125 gallons
CNG Fuel Tank Capacity	(up to) 19,900 SCF	(up to) 26,600 SCF	(up to) 26,600 SCF

Specifications and features are for reference only and subject to change without notice.

standard equipment


- CUMMINS ISL 280 ENGINE
- ALLISON B400R TRANSMISSION
- MERITOR AXLES
- DINEX MULTIPLEX SYSTEM
- S-CAM BRAKES W/AUTOMATIC SLACK ADJUSTERS
- HYDRAULIC FAN DRIVE SYSTEM
- ROOF-MOUNT HVAC (DIESEL AND D-E HYBRID); REAR-MOUNT HVAC (CNG)
- FLUORESCENT INTERIOR LIGHTING
- WHEEL CHAIR RAMP - 1:4 OR 1:6 SLOPE AT ANY DOOR LOCATION
- 8D BATTERIES (2)
- CONVENTIONAL FRAME TYPE WINDOWS
- COATED MILD STEEL BUS STRUCTURE
- TWO-PIECE FRONT WINDSHIELD

available options

- CUMMINS ISLH-280 ENGINE; ISBH-280 ENGINE; ISL-G 280 ENGINE
- ZF ECOLIFE TRANSMISSION; ALLISON H40EP HYBRID
- DISC PLUS BRAKES (ALL AXLES)
- ALL-ELECTRIC COOLING FAN SYSTEM
- ALL-ELECTRIC HVAC
- LED INTERIOR LIGHTING
- MAINTENANCE-FREE BATTERIES (4)
- HIDDEN-FRAME TYPE WINDOWS
- ALL-COMPOSITE SUB-FLOORING
- REAR DOOR WIDTHS FOR 35- AND 40-LFW - 32" AND 36" SLIDE-GLIDE
- S.A.E. 304 STAINLESS STEEL BUS STRUCTURE
- SINGLE-PIECE FRONT WINDSHIELD

HEADQUARTERS

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