



**NABI Rt**  
1165 Budapest Újszász utca 45.

## Newsrelease

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Tel: +36-1-401-7399  
Fax: +36-1-407-2931  
Email: [nabihq@nabi.hu](mailto:nabihq@nabi.hu)  
[www.nabi.hu](http://www.nabi.hu)

### **NABI unveils three new production buses for USA public transport**

To a large and enthusiastic audience at the International Public Transportation Expo in Las Vegas today, North American Bus Industries (NABI) showcased three new production buses today, including a formal unveiling of its 45-foot CompoBus (Model 45C-LFW) destined for Phoenix's new bus rapid transit (BRT) service. The 45-foot CompoBus will provide public transport systems with a new tool to dramatically improve their fleet productivity and increase passenger capacity by 18% per bus.



In addition, NABI introduced to the industry its all-new Model 60-LFW, a high-capacity, low-floor articulated transit bus. Chicago Transit Authority has ordered 151 of these new buses.



This revolutionary new 45-foot CompoBus for Phoenix is the first vehicle delivered in North America expressly designed for a new BRT line. BRT is a concept that employs several characteristics of rail public transport, namely attractive design, segregated roadways, priority in mixed traffic and appealing stations and other passenger amenities to increase bus service quality and to attract people out of their private automobiles. To date, the USA government estimates that American cities are planning or developing more than 40 BRT projects.

In addition to Phoenix's order of 56 buses, two other cities have ordered the 45-foot CompoBus. The City of Tempe, outside Phoenix, awarded a contract to NABI for eight, and the Los Angeles County Metropolitan Transportation Authority (LACMTA) ordered 30 Model 45C-LFW CompoBuses, with options for 70 additional buses. Like Phoenix's, Tempe's will be liquefied natural gas fueled, while L.A.'s will be powered by compressed natural gas. NABI expects to announce at least two more orders of the Model 45C-LFW in the coming months.

"The 45-foot CompoBus represents a paradigm shift for transit operators," said András Rácz, CEO of NABI Group, at the unveiling. "By introducing the 45-foot CompoBus into the marketplace, NABI also gives service planners another choice between a 40-foot bus and a 60-foot articulated bus."

The unique unitized composite body allows NABI to extend the bus length by another five feet, which puts seven more seats on the two-axle bus without substantially affecting other operating costs. In fact, since the bus is impervious to rust and corrosion, operating costs might actually be proven to be lower than steel buses in many cities.

The third vehicle on display was the Model 40C-LFW CompoBus, which will be delivered to the LACMTA. NABI's CompoBuses feature a unique unitized composite body construction that is thousands of pounds lighter than their metal counterparts. The composite material's lower weight also means less fuel consumption and brake wear. L.A. ordered 20 Model 40C-LFWs, and the Antelope Valley Transit Authority in Lancaster, CA has ordered six.

Production of both 45-foot and 40-foot CompoBuses has already begun at NABI's new factory in Kaposvar, Hungary, which was built specifically for CompoBus manufacturing.

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For more information:

Ákos Érsek, Corporate Affairs Officer

Tel: +36-30-9900411, +36-1-401-7100 Fax: +36-1-407-2931 or e-mail [akos.ersek@nabi.hu](mailto:akos.ersek@nabi.hu)