

# LFW Gen III



**N**ABI'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.

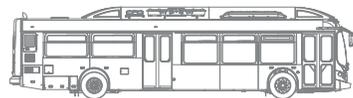


## features & benefits

## LFW Gen-III

- Body and chassis are proudly produced entirely in the USA for shorter in manufacturing lead-time and improved spare parts availability.
- A coated mild-steel structure is standard with an optional 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 are attached with materials and techniques that protect against galvanic action.
- Roof paneling consists of a single, full length fiberglass sheet—eliminating joints, saving weight, and further protecting against rust and corrosion.
- Small quarter windows on either side of the windshield have been eliminated, for improved visibility; increased area swept by the wipers; elimination of bonded glazing; and improved versatility of exterior mirror positions.
- An optional single-piece windshield is available for minimizing visual obstruction by eliminating the center divider, and leaving no unwiped area in the center.
- Added windshield rake improves esthetics and reduces reflections during night operation.
- A styled front bumper, supplied by Romeo Rim and meeting applicable industry standards, provides streamlined and integrated esthetics. These bumpers may be color matched to the body.
- A state-of-the-art robotic paint system is utilized for painting the entire bus, significantly improving consistency and quality as well as reducing volatile organic compounds released to the atmosphere.
- Improved HVAC air distribution maintains a plus or minus 2-degree difference in the interior air temperature from front to rear.
- All-electric wheelchair ramps with either 1:4 or 1:6 slope may be utilized in the front and/or rear doors for versatile accommodation of handicapped passengers.
- The headlight design utilizes round headlights that can encompass multiple headlight technologies (Halogen, LED, and Smart LED) and are available from multiple aftermarket suppliers.
- Headlights are positioned to project light past a bike rack, if the bus is so equipped.
- Modern air disc brakes are available on all axles, for shorter and more consistent stops.

## 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' 9"	41' 5"
Width - Over Body	102"	102"	102"
Roof Height - Overall (Diesel)	126"	126"	126"
Roof Height - Overall (CNG)	133"	133"	133"
Roof Height - Overall (Hybrid)	133"	133"	133"
Wheelbase	182"	219"	275"
Front Overhang	95"	99"	99"
Rear Overhang	123"	123"	123"
Approach Angle - No skid plate	9°	9°	9°
Approach Angle - With skid plate	8°	8°	8°
Breakover Angle	13.0°	11.2°	8.9°
Departure Angle	9°	9°	9°
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)	33'	34'	44'
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 for Brochure	(up to) 13,000 SCF	(up to) 25,000 SCF	(up to) 25,000 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
- FRONT DOOR WHEELCHAIR RAMP-1:4 OR 1:6 SLOPE
- 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
- REAR DOOR WHEELCHAIR RAMP (WITH OPTIONAL WIDE REAR DOOR)
- STAINLESS STEEL BUS STRUCTURE
- SINGLE-PIECE FRONT WINDSHIELD

0314LFW

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