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NEWSRELEASE

June 27, 2002

NABI's CompoBus™ technology

The CompoBus™ product line features an integrated body and chassis into a single "bus shell" made of fiber reinforced composite material (without the use of metal structural components). Used in such high-tech transportation products as airport peplemovers, high-speed train nosecones and luxury yachts, this composite material employs the patented SCRIMP® manufacturing process licensed exclusively by the NABI Group for bus related applications worldwide.

Utilizing a composite structured bus body results in a public transport bus that is:

- Up to 6,000 pounds (or nearly 30%) lighter net weight than a conventional steel bodied transit bus;
- Impervious to rust and corrosion, a problem that plagues buses operating in many cities in the U.S., such as those in northern-tier climates and those near seacoasts;
- Highly crash-resistant due to its unique composite structure;

Primary Benefits for Public Transport Operations:

- Lower operating costs due to lower fuel consumption (studies to date show up to 10% less than metal counterparts) and lower brake wear and other weight-dependent operating costs (approximately \$1,000 per bus per year);
- Longer range (between fueling stops);
- Lower maintenance costs as compared with buses with steel structures due inherent rust resistance;
- In the case of higher-capacity model 45C-LFW buses, a 20% improvement in passenger capacity, because it enables operators to add two additional rows of seats without increasing operating costs as the bus still employs only two conventional axles, unlike an articulated bus;
- Better ability to employ alternative propulsion technologies such as natural gas fuels and hybrid drives, because the lighter-weight composite technology helps to offset the weight penalty associated with these propulsion choices

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