

LO-RIB

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TRANSIT

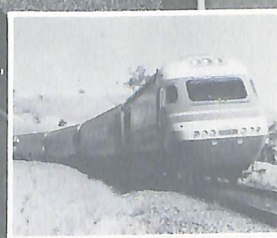
THE NEW LO-RIB TRANSIT SERIES  
CREATED BY MELDED FABRICS.  
LONGER LASTING. STRONGER. NEW COLOURS.



Melded Fabrics



**LO-RIB**  
TRANSIT



## Lo-Rib Transit. For more than just buses. For more than just seats.

Lo-Rib Transit is new. A change for the better. Made from fibres and dyes with improved UV resistance, for longer wear and less fade. Made from high strength and high decitex nylon combined with polyester for excellent strength retention. In a wider range of colours for today's transport interiors.

Lo-Rib Transit. For buses – and aircraft, trains, boats, coaches, trucks, helicopters and cars. For seats – and wall panels, luggage racks and trim.

Eden Green

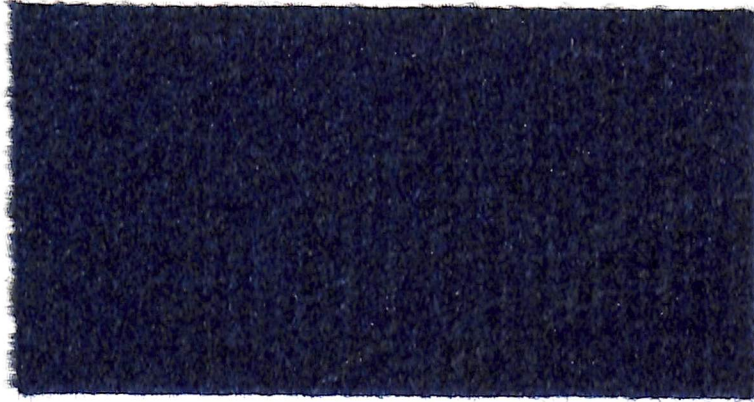
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Lo-Rib Transit with optional waterproof PVC backing



(High resilient polyurethane film backing also available by special order.)

Navy \*

Capital Blue

Flint

Cherry \*



Eden Green

Chamois

Spun Gold \*

New Brick \*

Turtle \*



\* Laboratory tests indicate that these colours exhibit superior resistance to fade and are therefore preferred for high exposure locations.

# LO-RIB

## TRANSIT

<b>Product Description:</b>	Melded Fabrics Lo-rib Transit range is a robust, modified version of the Front Runner contract furniture fabric and is specifically designed for public transport applications. The Lo-rib range is manufactured in Australia using patented technology. A fully automated fabric production process utilises special bicomponent fibres which are heat bonded to one another to impart exceptional wear and strength characteristics.
<b>Composition:</b>	60% Polyester/40% Nylon.
<b>Dimensions:</b>	Width of fabric: Standard 1.6m (63 inch) Special widths available on application Length of roll: Average 50 metres (55yds) Fabric thickness: 3-4mm (1/8 inch) Fabric weight: Average 320g/m <sup>2</sup> (9 1/2 oz/yd <sup>2</sup> )
<b>Colours:</b>	A range of standard colours is available ex-stock. Special colours are available subject to discussion.
<b>Areas of Use:</b>	Lo-rib Transit has been specifically designed for upholstery use in demanding areas, such as bus route service seating, where it will retain its surface appearance despite continual use. It is also ideal for adhering to luggage racks and side panels in place of carpet. Approved for route (track) service omnibuses in N.S.W. and Qld. (Certificate available on request.)
<b>Cleaning and Maintenance:</b>	Lo-rib Transit, with in-built "Scotchgard" Fabric Protector, is resistant to soiling and can be washed if necessary. Most stains can be removed with readily available cleaning products. Occasional brushing and vacuuming is advisable. An optional waterproof backing is available. Extractive steam cleaning is recommended to thoroughly clean and revive the fabric. Full instructions are available on request.
<b>Installation:</b>	Hard surfaces: A suitable PVA waterbased adhesive is suggested for porous and semi-porous surfaces. For non-porous surfaces, a contact type adhesive is desirable. Proven brand names can be given on request. Upholstering: Lo-rib Transit generally requires a smaller cutting pattern than conventional soft fabrics and must be upholstered under tension over a highly resilient foam. Before going into full production it is important to achieve this correct pattern and tensioning, to ensure satisfactory results. Particular care should be taken when upholstering seat cushions that have a flat or concave

profile to ensure that the fabric will not puddle (stretch excessively) after use. Puddling, apart from the aesthetic criteria, contributes to the premature wear of the fabric. Lo-rib should be sewn or weld quilted (fluted) on larger flat or concave cushions or, alternatively, can be supplied with an option PVC or highly resilient polyurethane film backing, which will assist in stabilising the fabric.

<b>Repairing Damaged Fabric:</b>	Damaged or vandalised fabric can be readily repaired. The melded technology ensures that cuts and slashes will not spread. Smaller cuts can be invisibly repaired with careful gluing, while larger slashes can be sewn. It is possible to stitch to the edge of Lo-rib when repairing, ensuring minimal puckering and gathering. Small sections of fabric can be removed and replaced with a matching piece of fabric. The texture blends together to disguise the repair.
<b>Durability:</b>	Heavy duty Lo-rib has been designed to give an as new appearance even after many years' use. Its performance on the Martindale Abrasion Test is outstanding, giving in excess of 100,000 rub through cycles. Other abrasion test information is available on request.
<b>Effect of Fire:</b>	The fibres used in Lo-rib have been selected for their relative safety yet, like all fabrics, Lo-rib can be made to burn. It is most important to note that the materials used in conjunction with Lo-rib, such as foams in upholstery or adhesives in parcel shelves, may have an effect on the overall fire performance. Results of tests carried out against the various national and international standards are available on request.
<b>Static Electricity:</b>	Lo-rib Transit is manufactured with an anti-static additive. Experience in practice shows that the effects of static are rarely felt at a relative humidity down to 30%.
<b>Resistance to Decay:</b>	Lo-rib Transit is immune to deterioration by rot and is not attacked by moths, other insects, or mildew.
<b>Colour Fastness to Light:</b>	All colours have been tested under AS2001.4-21-79 for resistance to fading with the following results: Very Good (Rating 6/7): Spun Gold, New Brick, Turtle, Navy, Cherry Good (Rating 5/6): Capital Blue, Flint. Average (Rating 4/5): Chamois, Eden Green.

For further details contact the sole distributor **M. Simonson Australia:**

Melbourne (03) 548 3777  
Sydney (02) 609 4000

Brisbane (07) 44 9421  
Adelaide (08) 46 4506  
Perth (09) 451 6666



**Melded Fabrics**

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Protected by  
**Scotchgard**  
Fabric Protector

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