

NEOPLAN BUS GMBH

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centroliner

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NEOPLAN
VIP CLASS

NEOPLAN
VIP CLASS



BEAUTY ACROSS THE whole line

Unmistakable in form and profile, leading in public bus service: With the Centroliner you don't just bring style but also peak technology into town – which concerns economy and environmentally friendliness in the same way as safety and comfort. An example for many: the innovative low floor technology. It has become the standard for comfortable boarding and alighting throughout the world. Profit from the innovative technology and contemporary, modern design across the whole line. With the Centroliner, your local public service will be more attractive for all and you will gain the benefit – as satisfactory passengers remain faithful to their line.



TYPICAL CITY TYPES

- Single carriage buses
- Articulated buses

ALL city servers

– THE CENTROLINER FAMILY

Whether as a single carriage or articulated bus, the Centroliner is well received – among operators as well as passengers. Its intelligent concept is down to its flexibility, which makes it the ideal city type for every tour. An attractive companion that, with its economy, shines in the same way as in its diverse areas of use. Both the Centroliner Evolution N 4516 (i.e. N 4516 P – with raised floor section in the interior) and also its big brother, the articulated bus N 4522, are distinguished by their high capacity. The maximum permissible bus length of 18.75 metres and 3–4 doors allow up to 14 passengers more to be transported at almost the same cost. This makes the Centroliner the indisputable number one on routes with a high turnover of passengers.



IT CAN PROUDLY

show its form

– IN ANY TOWN OR CITY

THE NICEST STOP AND GO SIGNAL

The finely shaped, traffic light style headlamps of the Centroliner are real design highlights in urban stop and go traffic.

The prominent headlamps, the elegant flowing lines – a real Neoplan can be identified at first glance. This applies to the Centroliner Evolution N 4516 and N 4516 P in the same way as the articulated bus N 4522. Other distinguishing features are: extremely low lifecycle costs, high ride comfort and safe technology – and all that in an unmistakable, modern design. In short: a benefit for every city traffic and to every operator. Climb aboard and see for yourself!





IDEAL NOT JUST FOR PRAMS AND WHEELCHAIR USERS

Nowhere else do passengers have to board and alight as often as in city traffic. Stylish, wide doors, stepless entry points and an automatic fold-out ramp make is easy for all passengers.



SPLENDIDLY SPACIOUS: THE INTERIOR

In the Centroliner lots of people can travel together comfortably from A to B: The interior concept is characterised by a generous size, functionality and comfort

LOTS OF SPACE FOR YOUR PASSENGERS

The N 4516, as the “smallest” in the family, features 36 seats and 56 standing spaces. The N 4516 P is equipped with raised floor sections and offers 42+1 seats and up to 52 standing spaces. The articulated bus N 4522 even has a total of 164 spaces to sit and to stand.



CONVENIENCE STOP

The ergonomically shaped holding features and stop buttons can be reached and operated from any space quickly and conveniently: Even if a stop is noticed at the last moment there is no hectic rush.

LOTS OF LIGHT,
lots of comfort
– AND ABOVE ALL LOTS OF SPACE

For journeys through towns and cities there is lots to see. Through the large side windows of the Centroliner, light shines into the spacious interior and your passengers can enjoy almost unimpaired clear view. Wide double swinging doors allow large groups of people to board and alight comfortably. But the thing that distinguishes the Centroliner in particular is that it has lots and lots of space! The N 4522, for example, brings up to 164 people to their destination. With such large numbers of passengers an electronically controlled air conditioning system is recommended as special equipment.

PERFECTLY ADJUSTED
to the **desires**
OF THE DRIVER

The right position is needed for control over the vehicle. The cockpit of the 45 series with well formed and easy to read instruments offers a highest level of safety and comfort in every situation: The seat has an ergonomic design and promotes a good body and seating position. The steering wheel is adjustable in height and tilt angle and can be adapted to any driver individually. The layout of the instruments is based on a simple principle: Less is more. The display is configured according to priority levels; via the central information display the driver is only given the amount of information necessary. The driver thereby has everything in sight and at hand.





ENGINES OF ADVANCEMENT

City traffic buses must keep on eye on the time, operate efficiently and be capable of being used flexibly. The Centroliner is available with a wide range of powerful, economic and environmentally friendly Euro 4 MAN engines. For N 4516 and 4516 P: from 199 to 228 kW (270–310 bhp). On request, the vehicles can also be fitted with the extremely environment-friendly EEV MAN engines: 206 kW to 265 kW (280 to 360 bhp) for the N 4516 and N 4516 P, and 235 kW to 265 kW (320 to 360 bhp) for the N 4522. Perfectly balanced to the respective vehicle length and equipped with the appropriate transmission, they form the optimal drive system for any use.



**QUICKLY BACK AND IN PLACE:
REPLACEABLE SYSTEM COMPONENTS**

The modular structure of the Centroliner brings an end to long periods out of use. With this system, for example, the 6-part front end and the replaceable system components can be exchanged and repaired without problems.



EVERYTHING UNDER CONTROL WITH TEPS

The Twin Electric Platform System (TEPS®) serves to make onboard and offboard diagnosis fast and accurate. The digital connection system monitors all networked vehicle systems and can process large amounts of information quickly, thereby allowing the shortest reaction periods for control and regulating equipment. Advantages: Operating disturbances are detected in good time, consequential damage is avoided.

A BUS FOR

all needs

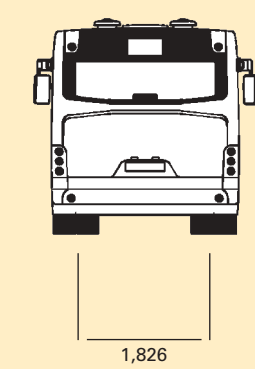
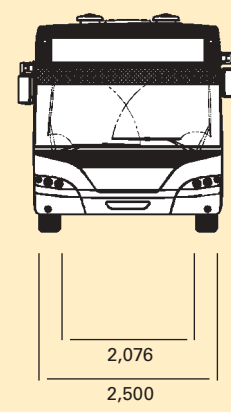
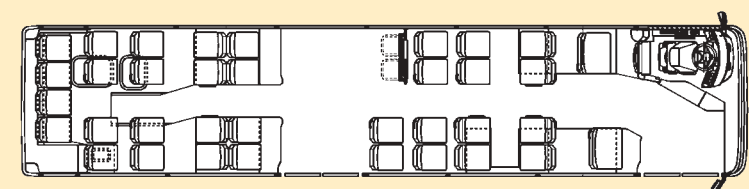
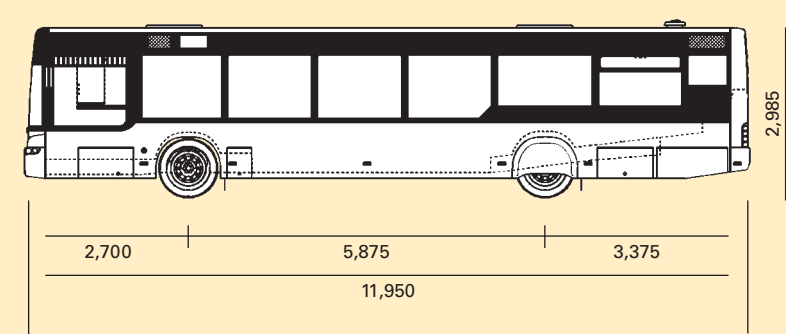
The right basis is essential for a bus to celebrate successes. For this the Centroliner is a perfect example: Its modular design allows almost limitless flexibility with regards to the vehicle length, door layout and seats. This does not only save time but it also allows us to customise the Centroliner to the requirements of each and every customer. At the same time, the standardised modules guarantee the highest level of production quality and low lifecycle costs. As a result, periods out of use and for repairs are reduced down to a minimum. These and many more constructive features like the low floor design, the Kneeling function with near-side lowering to approx. 80 mm, the powerful EBS braking system and the dynamic MAN engines assure mobility and safety at the highest level.

TECHNICAL DATA

centroliner

N 4516

Length:	11,950 mm
Width:	2,500 mm
Height:	2,879 mm
Turning circle diameter:	22,150 mm
Entry height:	320 mm
Floor height:	370 mm
Max. overall weight:	18,000 kg
Tank capacity:	280 ltr.
Standard number of seats:	36 + 1
Standard number of standing spaces:	approx. 56



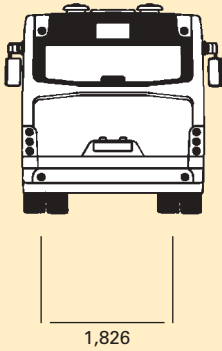
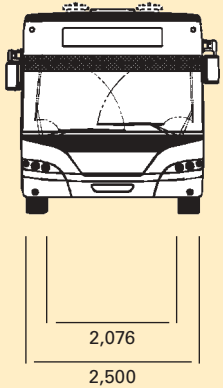
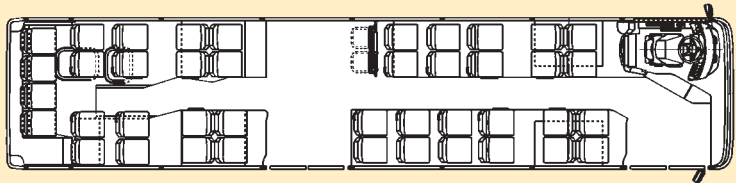
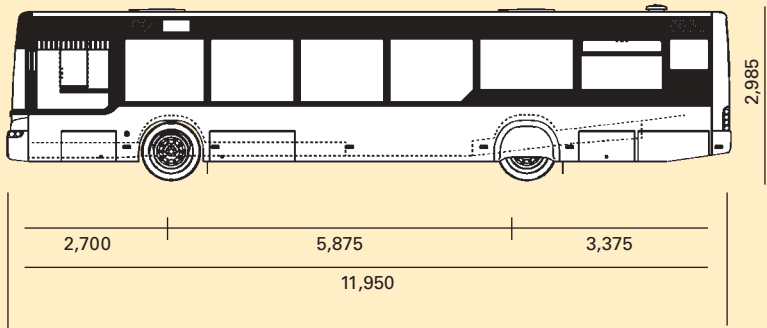
Engine variants			Running gear		Running gear		Passenger compartment		General		
Engine	MAN D 2066 LUH	Transmission	– 4-speed automatic (standard) – 6-speed automatic (optional)	Braking system	Dual circuit compressed air system with EBS/ASR, disc brakes, parking brake (on driven axle)	Suspension, front and rear axle	Air suspension with ECAS	Number of doors	2 (standard) or 3 (optional)	Tank capacity	280 ltr.
	Euro 4: 199 kW/270 bhp to 228 kW/310 bhp										
	EEV: 235 kW/ 320 bhp to 265 kW/360 bhp										
				Axle load, front axle	7,245 kg	Tyres, front axle	275/70 R 22.5"	Seats	up to 36 seats + 1	Electrical system	TEPS structure
				Axle load, rear axle	11,500 kg	Tyres, rear axle	275/70 R 22.5"			Max. permissible weight	18,000 kg

TECHNICAL DATA

centroliner

N 4516 P

Length:	11,950 mm
Width:	2,500 mm
Height:	2,879 mm
Turning circle diameter:	22,150 mm
Entry height:	320 mm
Floor height:	330 mm
Max. overall weight:	18,000 kg
Tank capacity:	280 ltr.
Standard number of seats:	44 + 1
Standard number of standing spaces:	48



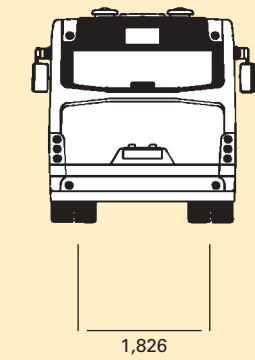
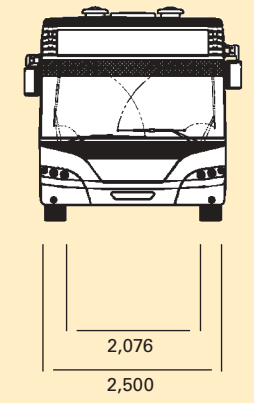
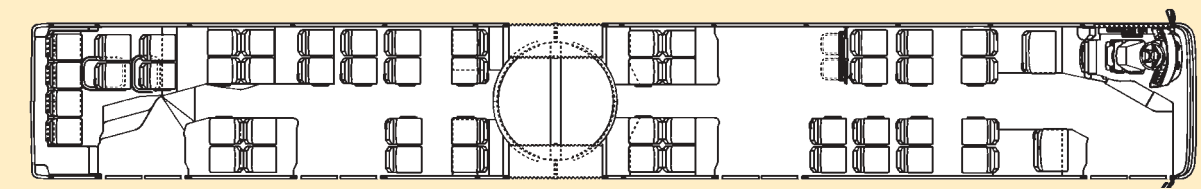
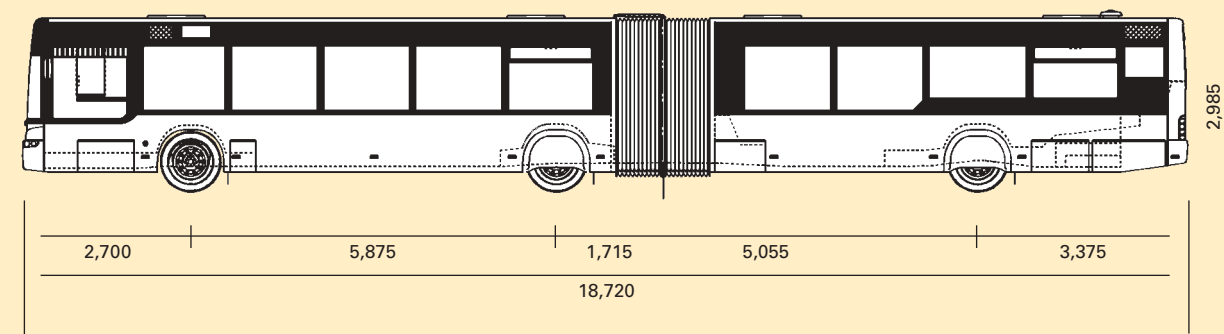
Engine variants			Running gear		Running gear		Passenger compartment		General			
Engine	MAN D 2066 LUH	Transmission	– 4-speed automatic (standard) – 6-speed automatic (optional)	Braking system	Dual circuit compressed air system with EBS/ASR, disc brakes, parking brake (on driven axle)	Suspension, front and rear axle	Air suspension with ECAS	Number of doors	2	Tank capacity	280 ltr.	
	Euro 4: 199 kW/270 bhp to 228 kW/310 bhp					Tyres, front axle	275/70 R 22.5"					
	EEV: 235 kW/ 320 bhp to 265 kW/360 bhp					Tyres, rear axle	275/70 R 22.5"					
			Axle load, front axle	7,245 kg								
			Axle load, rear axle	11,500 kg			Seats	up to 44 seats + 1	Electrical system			TEPS structure
										Max. permissible weight	18,000 kg	

TECHNICAL DATA

centroliner

N 4522

Length:	18,720 mm
Width:	2,500 mm
Height:	2,880 mm
Turning circle diameter:	24,428 mm
Entry height:	320 mm
Floor height:	330 mm
Max. overall weight:	28,000 kg
Tank capacity:	350 ltr.
Standard number of seats:	56 + 1
Standard number of standing spaces:	approx. 108



Engine variants			Running gear		Running gear		Passenger compartment		General			
Engine	MAN D 2066 LUH	Transmission	– 4-speed automatic (standard) – 6-speed automatic (optional)	Braking system	Dual circuit compressed air system with EBS/ASR, disc brakes, parking brake on centre axle effecting driven axle	Suspension, front and rear axle	Air suspension with ECAS	Number of doors	3 (standard) or 4 (optional)	Tank capacity	350 ltr.	
	Euro 4: 228 kW/310 bhp to 257 kW/350 bhp									Electrical system	TEPS structure	
	EEV: 235 kW/ 320 bhp to 265 kW/360 bhp									Max. permissible weight	28,000 kg	
					Axle load, front axle	7,245 kg						
					Axle load, centre axle	10,000 kg						
					Axle load, rear axle	11,500 kg						