

NEOPLAN BUS GMBH

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cityliner

TOURIST GUIDE

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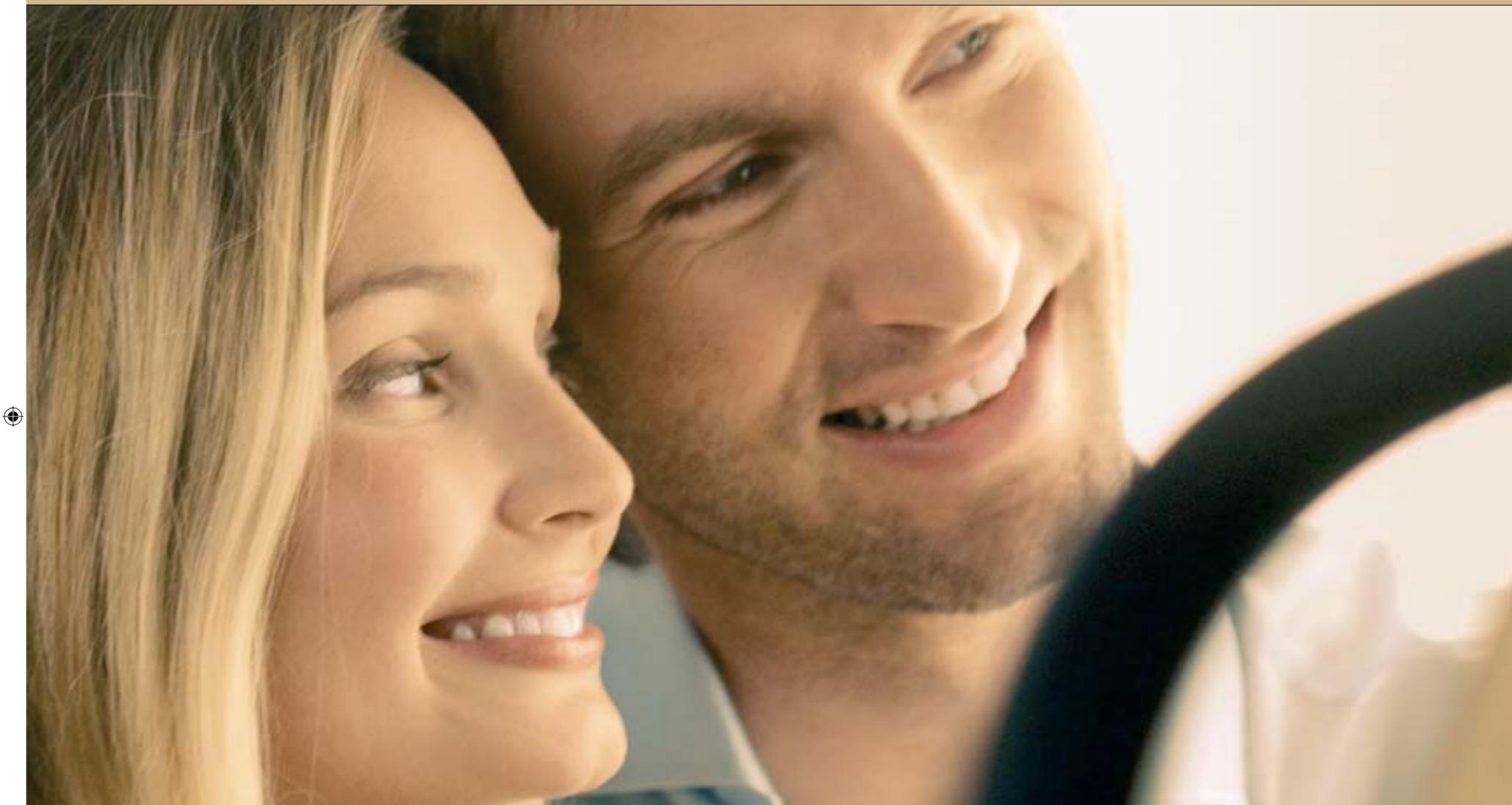
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**NEOPLAN**  
VIP CLASS

**NEOPLAN**  
VIP CLASS



#### LEAN BACK AND RELAX

High quality materials and comfort: The seats of the Cityliner make even long journeys pleasurable without boundaries.



CLIMB ABOARD AND FEEL

## at home

Those who embark on a journey have plenty to talk about. But regardless of how different the travellers and their destinations may be, the most wonderful travelling stories start in the bus with the new Cityliner: The Cityliner drives around the corner – breath-taking, confidence inspiring, simply wonderful. Climb aboard and experience the unique spacious interior: “Here you will feel comfortable and arrive safely – regardless of how long the trip will take and regardless of the destination”. Is it possible to have a more wonderful first encounter?



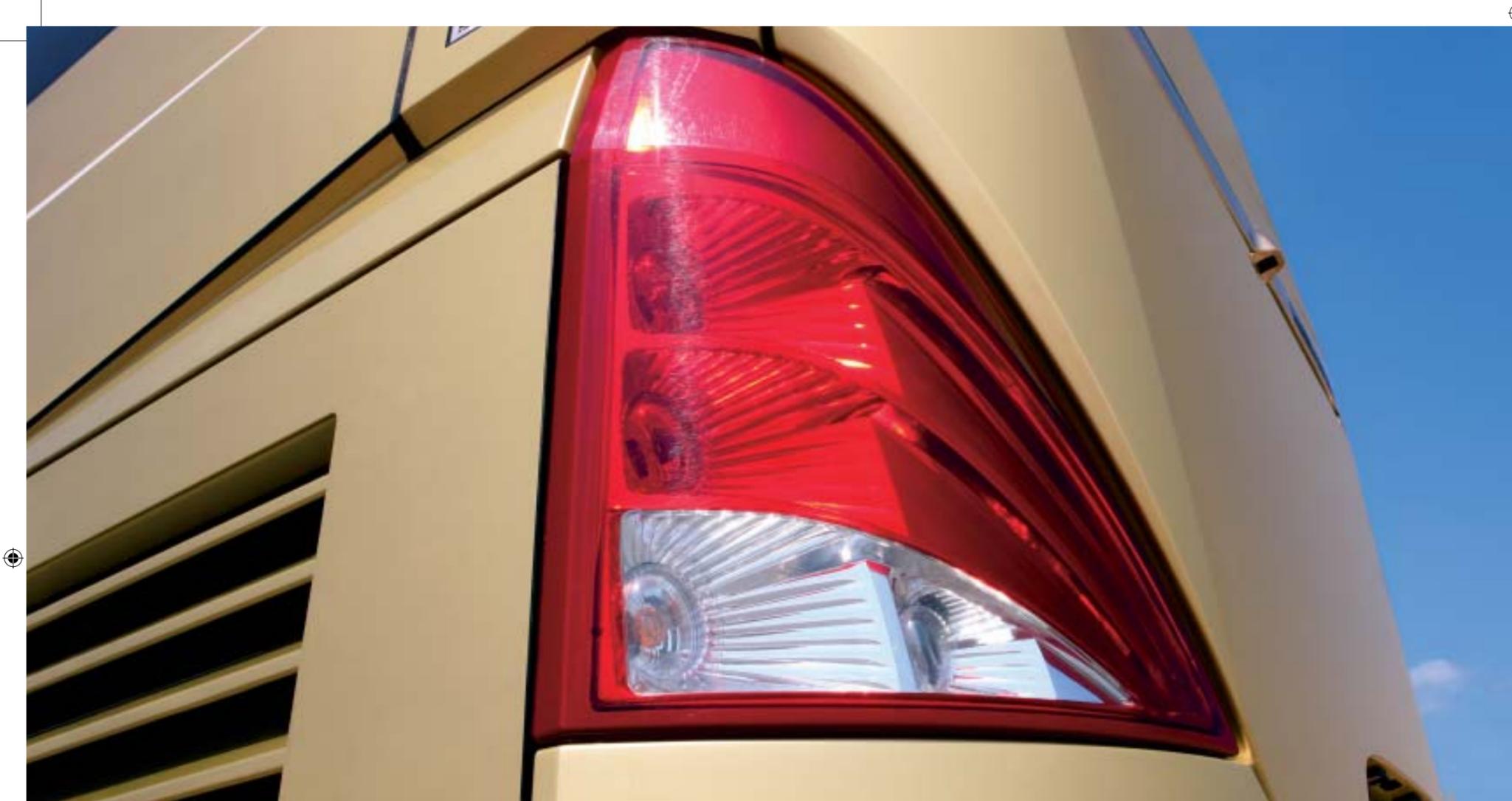
#### AS INDIVIDUAL AS ITS PASSENGERS: THE EQUIPMENT FEATURES

On the new Cityliner there is no need to quibble over taste. For the first time, the interior equipment can be ordered individually "à la carte": seat fabrics, headliners, floor covering, leather equipment, alloy rims, Xenon headlamps, multimedia ... You have the choice of a number of equipment packages!

## a new character IN TOWN

Futuristic, harmonious, unmistakable, provocative – this is how the new Cityliner presents itself to its public. Its sharp cut design combines future orientated design with classic Neoplan lines. This gives the Cityliner its unique look and makes it a benchmark for a completely new bus generation. In addition to its attractive exterior, the new Cityliner is distinguished also by its inner values: innovative technology, safety and comfort – at outstanding value for money. This bus can't be resisted – least of all by its passengers.





#### SENSUOSITY THAT MAKES SENSE

The prominent headlamps are equipped with cornering lights. This means the driver can also look ahead during cornering. Even more forward vision is offered by the optional Xenon headlamps. With its dynamically curved tail end, the Cityliner is an attractive sight also from the rear.



# its look.

## SIMPLY SENSATIONAL

It doesn't matter which side it is looked at, the new Cityliner is worthy of a second glance. Particular highlight: the headlamps. They are equipped with the same sort of technical features as the Starliner. In fact, that's not the only thing the Cityliner inherited from the "bus of all buses": Concealed windscreen wipers, the dynamically curved tail lights, the practical storage compartment handles and much, much more. The Cityliner is still distinguished by its own look, however: The elegant flowing lines of the roof end panel and dark, curved side windows lend it an unmistakable futuristic and, at the same time, classic clear profile.





sightseeing  
OF THE SPECIAL KIND



# plenty of **room**

FOR FEELINGS

Bright ceiling, glass elevating roofs, good access height, variable seating: The interior of the Cityliner is characterised by generosity, brightness and transparency. Generous windows with almost unrestricted field of vision allow lots of light in and open up a view to the passengers from the passing countryside like in a cinema hall. Together with the outstanding audio system of the Cityliner, it makes the journey into an experience for all senses.





**MORNING COFFEE?**  
The modern raised floor kitchenette helps you to serve your passengers with taste.

**HOLDS PLENTY**  
Wide, comfortable and convenient – even large tourist groups can board and alight easily on the Cityliner.



**LOOK HERE**  
The new 15" TFT screens provide a good view – even at the rear seats.



**IN THE CITYLINER A MUST**  
The comfortable, easily accessible toilet saves unnecessary stops – above all over long journeys.



**WELL STOWED**  
Everything that tourists need is stowed safely and, when required, is within easy reach from the easily accessible, spacious stowage compartments.

WELL WORTH A

# close look

Much more for you inside the Cityliner: High quality materials have been used consciously in the entire interior. Furthermore, the passengers can expect lots of details that make travelling pleasurable: Windows with low energy transmission assure they don't start sweating despite their large surface area. Wide doors and steps allow comfortable boarding and alighting. A new roller-type diffuser system, via which the air flow can be adapted individually, adjusts the climate optimally to your own requirements.



SO GOOD THAT EVERYONE WILL WANT  
**to drive**

The ergonomic cockpit underlines the high quality of the Cityliner and imparts a high identification of the driver with "his/her" bus. Even in terms of the equipment, the Cityliner is way ahead: Multi-function steering wheel, individually adaptable seat, easy to read instruments, user-friendly and logically laid out switches belong to the system in the same way as the spacious coolbox and practical stowage compartments wherever you look. Options such as a roomy rest cabin make this dream complete for every driver.





**QUICK FAULT TIPS WITH TEPS** The onboard diagnostic system (OBD) in conjunction with our electronic structure TEPS (Twin Electric Platform System) serve to permanently monitor the operating status, warn the driver in the event of faults and avoid expensive consequential damage.

**SPECTACULAR AMOUNT OF STORAGE SPACE**  
With 12.24 m in length, the Cityliner offers plenty of space to stretch out, even for cases, bags, sports equipment and everything that is otherwise needed by travellers.

A CHARACTER

to feel **safe** WITH

Even under the skin the Cityliner offers highlights that are well worth seeing: Its modular design and the patented tube-in-tube reinforcements provide high stability and strength against vibrations. Integrated rollover bars in the front and rear area increase passive safety. "Invisible companions" like the braking system EBS or the electronic stability programme ESP shorten the stopping distance and keep the bus on track even in critical situations.



#### VALUE FOR MONEY POWER PACK: THE MAN ENGINE

The extremely frugal 6-cylinder common rail diesel engine has no need for additional service fluid (AdBlue). Fascinating: extremely smooth running and low noise qualities and, at the same time, low weight. Performance: 294 kW (400 bhp), 324 kW (440 bhp) or 353 kW (480 bhp).

#### SYSTEMS RESPONSIBLE FOR SAFETY

- ABS Anti-lock Braking System – prevents the wheels locking when the brakes are applied
- ACC Adaptive Cruise Control – regulates the road speed depending on the distance
- ASR Anti Skid Regulation – prevents the wheels from spinning

- BAS Brake Assist System – electronically controlled brake servo
- CDS Comfort Drive Suspension – infinitely variable electronic damper control
- EBS Electronic Braking System – shortens the stopping distance and improves driving stability
- LGS Lane Guard System – vibration signal in the driver's seat if the vehicle veers off track
- MSC Maximum Speed Control – keeps to the legally prescribed speed even on downhill gradients
- Xenon Daylight similar light – lights up the road ahead optimally

## EVERYTHING under control – IN ANY SITUATION

Optional systems, such as the Lane Guard System LGS\* (lane detection), which warns the driver by vibrator impulses in the seat if the Cityliner veers off track, or Adaptive Cruise Control\* (ACC), which maintains the distance to the vehicle travelling ahead by subtle brake interventions with the retarder, increase road safety further.

\* Special equipment





NO WAY OF REACHING

# a dream destination

MORE WONDERFULLY

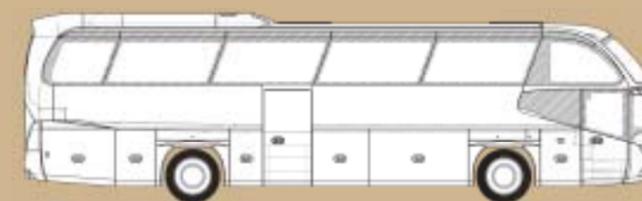
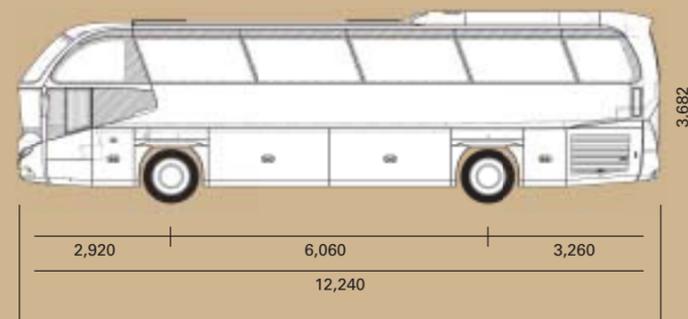
Who knows what wonderful experiences are in store for your passengers when they reach their dream destination? The memories that they carry on the way there and take home with them, though, are obvious with the new Cityliner: the memory of a marvellous and comfortable bus.



TECHNICAL DATA

# cityliner

<b>Length</b>	12,240 mm
<b>Width</b>	2,550 mm
<b>Height inc. A/C unit</b>	3,682 mm
<b>Turning circle</b>	21,140 mm
<b>Wheelbase</b>	6,060 mm
<b>Front overhang</b>	2,920 mm
<b>Rear overhang</b>	3,260 mm
<b>Standing height centre aisle</b>	2,066 mm
<b>Central aisle height</b>	1,346 mm



**Engine variants**

**Engine** MAN D 2066 LOH, Euro 4  
**Cylinders** R6, upright  
**Displacement** 10,500 cm<sup>3</sup>  
**max. output** 294 kW/400 bhp at 1,900 rpm  
**max. torque** 1,900 Nm, at 1,000 – 1,400 rpm

**Engine** MAN D 2066 LOH, Euro 4  
**Cylinders** R6, upright  
**Displacement** 10,500 cm<sup>3</sup>  
**max. output** 324 kW/440 bhp at 1,900 rpm  
**max. torque** 2,100 Nm, at 1,000 – 1,400 rpm

**Transmission** – 6-speed manual transmission (standard)  
 – MAN „TipMatic®“; automated 12-speed manual transmission with „Easy-Start“

**Running gear**

**Braking system** EBS with inner ventilated brake discs ESP and MSC

**Axle load, front axle** 7,100 kg  
**Axle load, rear axle** 11,500 kg

**Running gear**

**Front axle suspension** Multi-link with independent wheel suspension and anti-roll bar  
**Rear axle suspension** MAN hypoid axle with 4 axle guide links  
**Front axle tyres** 295/80 R 22.5"  
**Rear axle tyres** 295/80 R 22.5"

**Passenger compartment**

**No. of doors** 2  
**Seating spaces** up to 55 + 1 + 1

**General**

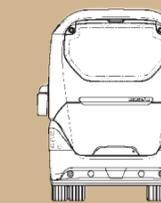
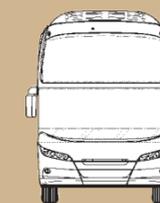
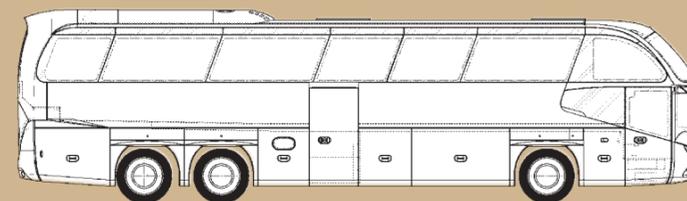
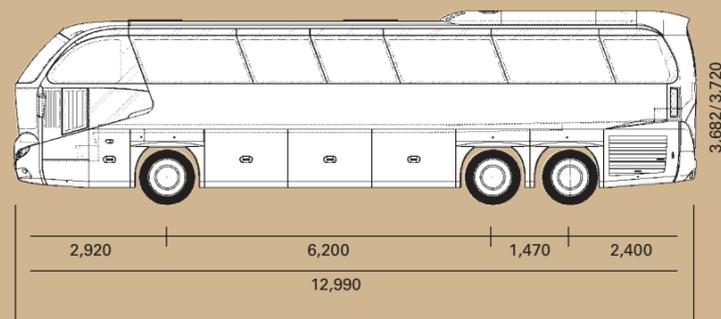
**Tank capacity** 480 ltr.  
**Electrical system** TEPS structure  
**Max. permissible weight** 18,000 kg  
**Luggage compartment volume** 9.4 m<sup>3</sup>

TECHNICAL DATA

# cityliner

C

<b>Length</b>	12,990 mm
<b>Width</b>	2,550 mm
<b>Height inc. A/C unit</b>	3,682/3,720 mm
<b>Turning circle</b>	22,494 mm
<b>Wheelbase</b>	6,200 mm
<b>Front overhang</b>	2,920 mm
<b>Rear overhang</b>	2,400 mm
<b>Standing height centre aisle</b>	2,066 mm
<b>Central aisle height</b>	1,346 mm



Engine variants

<b>Engine</b>	MAN D 2066 LOH, Euro 4
<b>Cylinders</b>	R6, upright
<b>Displacement</b>	10,500 cm <sup>3</sup>
<b>max. output</b>	324 kW/440 bhp at 1,900 rpm
<b>max. torque</b>	2,100 Nm, at 1,000 – 1,400 rpm

<b>Engine</b>	MAN D 2676 LOH, Euro 4*
<b>Cylinders</b>	R6, upright
<b>Displacement</b>	12.419 cm <sup>3</sup>
<b>max. output</b>	353 kW/480 bhp at 1,900 rpm
<b>max. torque</b>	2,300 Nm, at 1,100 – 1,400 rpm

\*Only in combination with  
MAN „TipMatic®“

**Transmission** – 6-speed manual transmission (standard)  
– MAN „TipMatic®“; automated 12-speed  
manual transmission with „Easy-Start“

Running gear

<b>Braking system</b>	EBS with inner ventilated brake discs ESP and MSC
<b>Max. axle load, front axle</b>	8,000 kg
<b>Max. axle load, rear axle</b>	11,500 kg
<b>Max. axle load, trailing axle</b>	6,500 kg Electrohydraulically steered (EHLA)

Running gear

<b>Front axle suspension</b>	Multi-link with independent wheel suspension and anti-roll bar
<b>Rear axle suspension</b>	MAN hypoid axle with 4 axle guide links
<b>Front axle tyres</b>	315/80 R 22,5"
<b>Rear axle tyres</b>	295/80 R 22.5" *
<b>Trailing axle tyres</b>	295/80 R 22.5" *

\* Optional: 315/80 R 22,5"

Passenger compartment

<b>No. of doors</b>	2
<b>Seating spaces</b>	up to 59 + 1 + 1

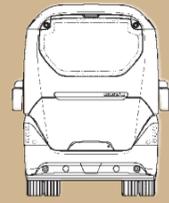
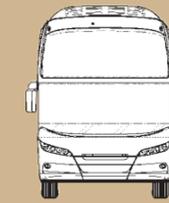
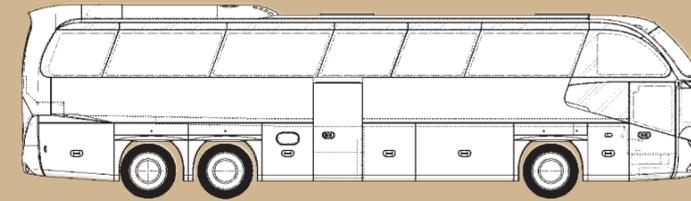
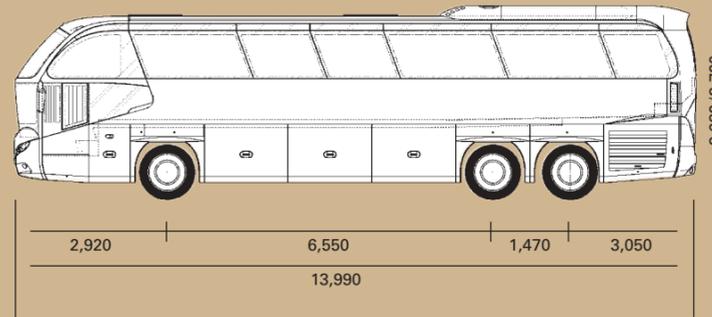
General

<b>Tank capacity</b>	480 ltr. + 400 ltr. (optional)
<b>Electrical system</b>	TEPS structure
<b>Max. permissible weight</b>	26,000 kg
<b>Luggage compartment volume</b>	10.4 m <sup>3</sup>

TECHNICAL DATA

# cityliner

<b>Length</b>	13,990 mm
<b>Width</b>	2,550 mm
<b>Height inc. A/C unit</b>	3,682/ 3,720 mm
<b>Turning circle</b>	22,354 mm
<b>Wheelbase</b>	6,550 mm
<b>Front overhang</b>	2,920 mm
<b>Rear overhang</b>	3,050 mm
<b>Standing height centre aisle</b>	2,066 mm
<b>Central aisle height</b>	1,346 mm



**Engine variants**

**Engine** MAN D 2066 LOH, Euro 4  
**Cylinders** R6, upright  
**Displacement** 10,500 cm<sup>3</sup>  
**max. output** 324 kW/440 bhp at 1,900 rpm  
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**Engine** MAN D 2676 LOH, Euro 4\*  
**Cylinders** R6, upright  
**Displacement** 12.419 cm<sup>3</sup>  
**max. output** 353 kW/480 bhp at 1,900 rpm  
**max. torque** 2,300 Nm, at 1,100 – 1,400 rpm

\*Only in combination with  
 MAN „TipMatic®“

**Transmission** – 6-speed manual transmission (standard)  
 – MAN „TipMatic®“ automated 12-speed  
 manual transmission with „Easy-Start“

**Running gear**

**Braking system** EBS with inner ventilated brake  
 discs ESP and MSC  
**Max. axle load, front axle** 7,100 kg  
**Max. axle load, rear axle** 11,500 kg  
**Max. axle load, trailing axle** 6,500 kg  
 Electrohydraulically steered (EHLA)

**Running gear**

**Front axle suspension** Multi-link with independent  
 wheel suspension and  
 anti-roll bar  
**Rear axle suspension** MAN hypoid axle with 4 axle  
 guide links  
**Front axle tyres** 295/80 R 22.5" \*  
**Rear axle tyres** 295/80 R 22.5" \*  
**Trailing axle tyres** 295/80 R 22.5" \*

\* Optional: 315/80 R 22,5"

**Passenger compartment**

**No. of doors** 2  
**Seating spaces** up to 63 + 1 + 1

**General**

**Tank capacity (standard)** 480 ltr. + 400 ltr. (optional)  
**Electrical system** TEPS structure  
**Max. permissible weight** 25,100 kg  
**Luggage compartment volume** 11.4 m<sup>3</sup>