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## **Product portfolio of MAN and NEOPLAN**

### **Buses from the MAN plant in Ankara**

- **The new MAN Lion's Intercity is perfectly customised for the large market segment of European standard intercity buses.**
- **NEOPLAN Tourliner with new, comfortable 2+1 seat configuration**
- **Top model NEOPLAN Skyliner with Euro 6**
- **EfficientCruise available for all coaches**
- **Advanced MAN EBA emergency brake assist and LGS lane guard system**
- **MAN coaches and intercity buses with new front**

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The Ankara plant, MAN's largest bus factory, produces coaches and both city and intercity buses of the MAN and NEOPLAN brands. The latest member of the product family is the MAN Lion's Intercity, designed for the market segment of European standard intercity buses.

### **Efficient cruising for all coaches**

All coaches of the MAN and NEOPLAN brands are optimally equipped with GPS-controlled MAN Tempomat EfficientCruise technology. This makes an important contribution to reducing CO<sub>2</sub> production in commercial vehicles. The GPS-based Tempomat calculates uphill and downhill gradients in advance, using on-board 3D map data and the position of the vehicle. It automatically anticipates and controls the speed when driving uphill or downhill in such a way that the momentum of the vehicle is used to save fuel.

### **MAN with new face**

In the spring of 2015, the MAN vehicles of the Lion's Coach, Lion's Regio and Lion's Intercity series will get a new, distinct profile that clearly

The MAN Group is one of Europe's leading industrial players in transport-related engineering, with revenue of approximately €14.3 billion in 2014. As a supplier of trucks, buses, diesel engines, turbomachinery, and special gear units, MAN employs approximately 55,900 people worldwide. Its business areas hold leading positions in their respective markets.



identifies them as members of the MAN family. The introduction of a glossy, black trim with piano lacquer finish will clearly increase brand recognition and ensure an even more elegant look. A further step towards an integrated family appearance of the MAN brand.

#### **Further developments: EBA emergency brake assist and LGS lane guard system**

The new front will cover the advanced EMA emergency brake assist. The second generation of this system will be available in May 2015. MAN is equipping all NEOPLAN vehicles, the MAN Lion's Coach, Lion's Regio buses and from 2016 onwards also the Lion's Intercity buses with this important security feature, even before it becomes a legal requirement. MAN combines the radar-based, distance-controlled Tempomat ACC with the camera of the LGS lane guard system to detect obstacles as early as possible. The second generation of the LGS will also be available in May.

#### **MAN Lion's Intercity**

MAN Lion's Intercity is aimed at customers in the large European standard intercity bus segment. The vehicle is well-appointed for intercity travel and shuttle transport as well as for use as a robust school bus. Safety takes top priority in the Lion's Intercity, particularly considering its use as a school bus with children on board. A comparison with its direct competitors shows that this vehicle is the only model in this segment that already satisfies the ECE R66.02 standard, which will come into force in 2017 and governs the structural robustness of buses and roll-over tests.

#### **NEOPLAN Tourliner 2+1**

The NEOPLAN Tourliner entry model has become the favourite of bus companies since its introduction to the market. This coach has an impressively modern design and elegant equipment and is suitable for short as well as long trips. The NEOPLAN Tourliner 2+1 is a 5-star bus with VIP chairs for 32 passengers. Its speciality is the 2+1 seat configuration: The seat rows on the left have individual seats, while the row on the right has double seats. This comfortable arrangement is already very successfully used by long-distance business travel operators in Turkey. In Europe, MAN



offers this configuration only in the Starliner, which will no longer be offered in future.

### **NEOPLAN Skyliner: The flagship of the coach range is back**

MAN is continuing its 40-year success story with the NEOPLAN Skyliner. This premium class double-decker will be available in the Euro 6 variant from mid-2015. The award-winning "Sharp Cut Design" guarantees aerodynamic top performance. Fuel savings of up to five percent can be achieved in comparison with double-deckers without aerodynamically-optimised designs. The drag coefficient  $c_d = 0.41$  is comparable to that of a modern middle-class van. The NEOPLAN Skyliner also scores by having the lowest CO<sub>2</sub> output per passenger in this segment.

### **NEOPLAN Cityliner**

The NEOPLAN Cityliner, which has been characterised by the award-winning NEOPLAN "Sharp Cut Design" since 2006, has shaped the European coach market and is now a real best-seller among high-decker coaches. It has a TÜV-certified fuel consumption of only 19.8 litres per 100 km and is therefore a record-breaking bus.

### **NEOPLAN Jetliner**

The NEOPLAN Jetliner won the German Design Award in 2015. It is the entry-level model of the NEOPLAN VIP Class and combines the premium comfort of NEOPLAN coaches with the qualities of an economical intercity and public transport bus. A storage compartment with a volume of up to 8 m<sup>3</sup> offers ample space for luggage. The entrance height facilitates easy boarding and exiting. The floor height of 1 070 mm makes it usable as a real multi-function bus. The Jetliner can be individually reconfigured according to its application, e.g. as a school bus or for weekend excursions.

### **MAN Lion's Regio**

The MAN Lion's Regio and the new Lion's Intercity are both part of the intercity product segment. The Lion's Intercity is fully geared for use in intercity and feeder traffic and as a rugged school bus, while the Lion's Regio offers flexible equipment options - for coach applications as well as for weekend trips.



The Lion's Regio is a genuine all-rounder for various applications and has received several awards: It has been chosen seven times in a row as Intercity Bus of the Year by the well-known ETM Publishers.

### **MAN Lion's Coach**

The MAN Lion's Coach is an established high-decker coach. It has a luggage compartment volume of 10 to 11.5 m<sup>3</sup> and offers plenty of room for travel luggage.

The MAN Lion's Coach EfficientLine is designed for maximum economy and maximum environmental protection: This coach series particularly comes to the fore in long-distance travel, as it has a multitude of efficiency-increasing features. In addition, it offers considerable comfort, minimal total costs of ownership (TCO) and excellent CO<sub>2</sub> efficiency. Higher vehicle service life, reduced maintenance and repair costs as well as low fuel consumption all have a positive effect on the balance sheet. The vehicle therefore scores in two ways: it is economical for the owner and comfortable for the passenger.

### **City buses of the MAN Lion's City series**

The Ankara plant is the main production site for coaches and intercity buses of the MAN and NEOPLAN brands. The main production site for city buses is Poland. The Ankara plant can also build all MAN Lion's City types except hybrid buses.

MAN intends to maintain short delivery times and high reliability of delivery even at times of peak demand and to provide its customers with optimal service. The plants are therefore flexibly structured and can produce the series normally produced at the other plant with high efficiency and equal quality.

MAN has a wide-ranging city bus portfolio that covers the transport requirements of different cities. This includes the transport capacity aspect such as vehicle length and vehicle concepts (number of doors, internal design, low-floor, low-entry) as well as different drive types. MAN already has mature, sustainable, CO<sub>2</sub>-efficient and economical future technologies as standard features in the MAN Lion's City hybrid and in a wide range of natural gas (CNG) buses. This is also reflected in the fleet of the EGO local bus operator in Ankara: The MAN component of the EGO fleet is 77%. 74% of the vehicles are CNG buses, all of them from MAN.