



**As strong as a lion.  
For town and country.**

**Lion's City T/TÜ.**

Buses for Business.





# More than just a bus – two in one.

Operators all over Europe have been waiting for this! Since with the Lion's City T/TÜ bus MAN is presenting an extremely versatile alternative concept for every destination. It has achieved a successful synthesis of functionality and aesthetics, driving comfort and economy. With its long tried and tested quality and engineering the low-entry bus isn't just a favourite among passengers – it also has a very special appeal for operators and public transport authorities. Right from the entries without steps and the

low-floor design through to the second door it is obvious that this 12-metre bus combines superb comfort with an attractive cost-benefit ratio. One of the main reasons for this is that a lot of the components from MAN's Lion's City Family have been used for the Lion's City T/TÜ. This applies to both of the buses on offer. Will you opt for the city bus or the intercity bus?

Perhaps you should take both!







#### The low-entry concept

- Entries without steps at doors 1 and 2
- Low-floor design through to door 2
- Proven and economical hypoid drive axle
- Behind door 2 two steps with a height of 200 mm each
- Entry at door 3 (special equipment) with 3 steps



# The scheduled-service bus for Europe.

Welcome all along the line.



## Ready steady go.

The Lion's City T<sub>Ü</sub> intercity version has size 295/80 R 22.5 tyres which provide for greater ground clearance and a larger overhang angle. The entry height at both of the outward swinging doors (door 3 optional) is a comfortable 360 mm. In the rush hour you'll see just how quick and easy the exchange of passengers in the Europa Lion's City T is. The two-wing doors – door 3 is optional – open wide for passengers. Entering and exiting is easier than ever: the entry height at the doors is just 320 mm thanks to the 275/70 R 22.5 tyres. Both bus variants are fitted with ECAS air suspension with a standard lowering device (kneeling) on the right- or left-hand side of the vehicle – which handicapped passengers will definitely appreciate. As special equipment a lifting device and a wheelchair ramp at door 2 are envisaged. The latter is already being installed in series production in city buses.





### Functionality with comfort.

The low-floor design and the vehicle floor without platforms (optional platforms are available) through to door 2 are the characteristic features that create the attractive ambience of the Lion's City T: everything is spick-and-span, easy-care and welcoming. A total of 36 comfortable and robust seats (32 seats in the 3-door version) invite passengers to take a seat. The back of the seats is made of robust easy-to-clean-synthetic shells.

The basic version of the Lion's City Tü intercity bus is fitted with 200 mm low platforms on the right- and left-hand sides between door 1 and door 2. The 2-door version offers passengers 40 intercity seats. The upholstery is covered with woollen velours. The seats are fitted with an integrated handrail and can be supplied with side armrests as an option.

#### Lion's City T city bus

- Two two-wing doors, door one optionally with a single wing
- Door 1 inward-swinging door, door 2 outward-swinging door
- Optional single-wing outward-swinging door behind the rear axle
- No platforms between the front axle and door 2 (optionally with platforms)
- 36 city-style seats
- 275/70 R 22.5 tyres, entry height 320 mm
- 66-cylindervertical in-line engine Common Rail 206 kW/280hp) Euro 4 or 191 kW (260 hp) EEV
- 4-speed automatic gearbox series (6-speed automatic as an option)

#### Lion's City Tü intercity bu

- Door 1 single-wing outward-swinging door
- Door 2 two-wing outward-swinging door
- Single-wing outward-swinging door behind RA optional
- Platforms between front axle and door 2
- 40 intercity seats
- 295/80 R 22.5 tyres, entry height 360 mm
- 6-cylindervertical in-line engine Common Rail 206 kW/280 hp) Euro 4 or 191 kW (260 hp) EEV
- 4-speed automatic gearbox series (6-speed automatic as an option)



# Powerful, dynamic, reliable.

All set for driving enjoyment.



## Gear up and off you go!

In the Lion's City T as in the Lion's City T<sub>Ü</sub> the driver has a pneumatically sprung comfort seat. In view of the bus driver's very special responsibility we have laid out the cockpit ergonomically. This applies to the steering wheel with the adjustable height and inclination and to the antidazzle displays and the controls in easy reach. The separately controllable blower heating system for the driver's and passengers' compartment ensures an agreeable temperature.



## A smooth ride.

Power and dynamics are the name of the game in city and intercity service alike to ensure that you reach the next bus stop on time. MAN's engine with 206 kW (280 hp) Euro 4 or 191 kW (260 hp) EEV is the ideal choice. It wins the day with its superior pickup and low consumption and maintenance costs. A comfortable 4-speed automatic gearbox provides for the perfect power transmission. The maintenance-free ECAS air suspension in both buses guarantees a superbly comfortable drive. And they brake just as well as they drive too: The Lion's City T/T<sub>Ü</sub> features the compact, maintenance-free hub unit. And to ensure safety the electronic EBS brake system cannot be forgotten either. Both the city bus and the intercity bus are fitted with yet another clever feature – the compact, maintenance-free hub unit wheel bearing – which means less downtime and lower costs.






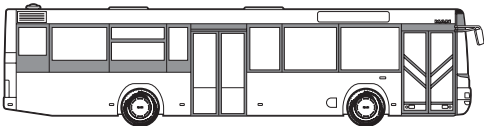
#### **Less maintenance and cost savings.**

As a city bus or as an intercity bus the Lion's City T/TÜ has an abundance of maintenance-free and repair-friendly components for lower running costs.

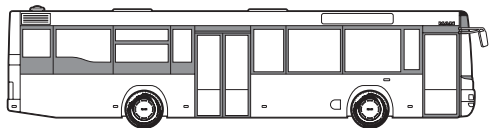
- Maintenance-free wheel bearings on the front and drive axle
- Drive axle maintenance-free with the exception of regular oil changes
- Maintenance-free ECAS air suspension
- Maintenance-free propshaft
- Hub unit wheel bearing for quick replacement of brake disks
- Maintenance-free, easily accessible intercooler
- High-quality EPDM heater and coolant hoses for a long service life
- Practically identical track widths for less tyre wear
- Intervals between engine oil changes extended to 60,000 km
- Engine air intake at rear of roof for better, cleaner air and longer filter life
- Front and rear bumpers divided for rapid, low cost replacement
- Swing-out headlight for the easy exchange of light bulbs

# Citybus Lions City T


Vehicle dimensions	
Length	11.857 mm
Width	2.550 mm
Overall height	3.090 mm
Wheelbase	5.725 mm
Clearance circle	21.960 mm
Interior equipment	
Seating arrangement	36 city bus seats Standing platform opposite door
Running gear	
Front axle	Rigid axle with disk brakes
Rear axle	Portal axle with disk brakes
Auxiliary brake	Retarder integrated in the gearbox
Tyres	275/70 R 22,5
Gearbox	
Model	<input type="checkbox"/> 4-speed automatic, series <input type="checkbox"/> 6-speed automatic, optional
Engine	
D 0836 LOH 55	
Model and arrangement	6-cylinder in-line diesel engines, Common Rail Euro 4, arranged vertically
Rating	206 kW/280 hp at 2.300 rpm
Capacity	6.871 cm <sup>3</sup>
Max. torque	1.100 Nm at 1.200 - 1.650 rpm
D 0836 LOH 63 	
Model and arrangement	6-cylinder, in-line gas engine, EEV, arranged vertically
Rating	191 kW/260 hp at 2.300 rpm
Capacity	6.871 cm <sup>3</sup>
Max. torque	1.050 Nm at 1.200 - 1.650 rpm







# Intercity Lions City Tü

Vehicle dimensions	
Length	11.857 mm
Width	2.550 mm
Overall height	3.130 mm
Wheelbase	5.725 mm
Clearance circle	21.960 mm
Interior equipment	
Seating arrangement	40 intercity bus seats Standing platform on the right-hand side in front of door 2
Running gear	
Front axle	Rigid axle with disk brakes
Rear axle	Portal axle with disk brakes
Auxiliary brake	Retarder integrated in the gearbox
Tyres	295/80 R 22,5
Gearbox	
Model	<div> <input type="checkbox"/> 4-speed automatic, series                 </div> <div> <input type="checkbox"/> 6-speed automatic, optional                 </div>
Engine	
D 0836 LOH 55	
Model and arrangement	6-cylinder in-line diesel engines, Common Rail Euro 4, arranged vertically
Rating	206 kW/280 hp at 2.300 rpm
Capacity	6.871 cm <sup>3</sup>
Max. torque	1.100 Nm at 1.200 - 1.650 rpm
D 0836 LOH 63 	
Model and arrangement	6-Zylinder-Reihen-Dieselmotor Common Rail Euro 4 EEV, arranged vertically
Rating	191 kW/260 hp at 2.300 rpm
Capacity	6.871 cm <sup>3</sup>
Max. torque	1.050 Nm at 1.200 - 1.650 rpm

# Environmental protection – a matter of technique

## Clean ways to the future.

Increasingly strict exhaust-gas standards in Europe are presenting bus manufacturers and operators with new challenges. One thing is clear: Exhaust-gas control must give the environment lasting protection while, nevertheless, ensuring the entrepreneur a secure future. That is why MAN and NEOPLAN are working on technological solutions to offer customers environment-friendly transport at the same time as attractive prices. Their approach to cleaner air is already right on track: Compared with Euro 3 the current Euro 4 limits considerably reduce the share of nitrogen oxides by about 30 % and the share of particulates by about 80 %. The Euro 5 standard valid from October 2009 again specifies yet another drastic reduction in the share of nitrogen oxides.

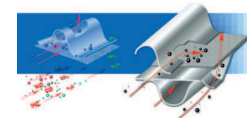
## Modern exhaust-gas technology for your buses without additives.

Buses and coaches from MAN and NEOPLAN are the right solution for every area of application – not just for the currently valid Euro 4 standard and the coming even stricter Euro 5 standard. With our innovative technology we even voluntarily fulfil the EEV standard which stipulates yet lower values than the Euro 5 standard. This is based on the **MAN PURE DIESEL** concept with solutions that are guaranteed to do without additives.

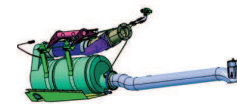
## MAN PURE DIESEL



Double turbocharging



Functional diagram of MAN PM-KAT®



Particulate filter CRTEC®

### Advantages with Euro 4 or EEV – and no drawbacks.

#### Euro 4

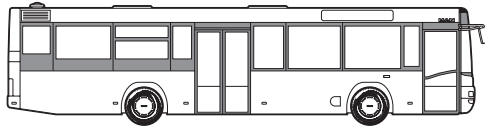
- Reliable, maintenance-free MAN PM-KAT® made of stainless steel
- No AdBlue® needed
- No change in fuel consumption
- Approx. 70 kg lighter than other technologies
- Above-average elimination of the smallest particles

#### EEV

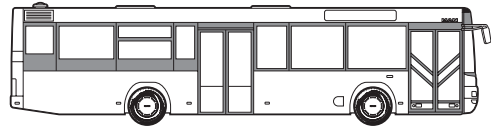
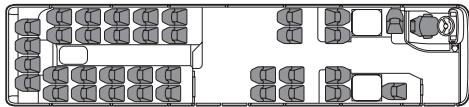
- CRTEC® electronically monitored particulate filter
- No AdBlue® needed
- Dynamic interval display
- Elimination of large proportion of soot particles



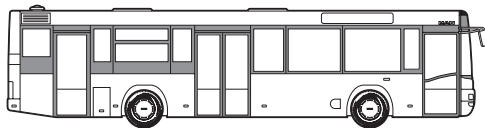
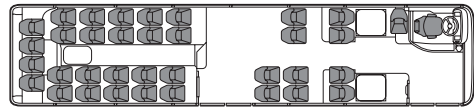
## City bus variants Lion's City T



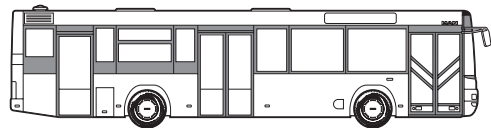
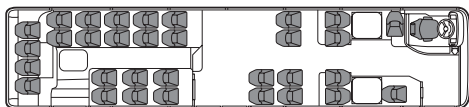
2-door bus 1-2-0 (38 seats)



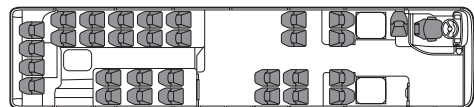
2-door bus 2-2-0 (36 seats)



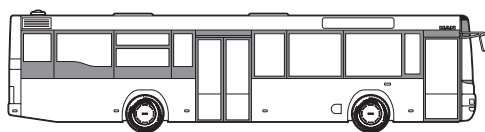
3-door bus 1-2-1 (34 seats)



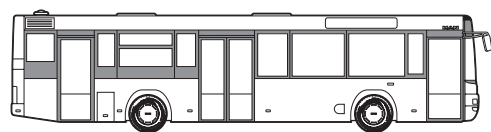
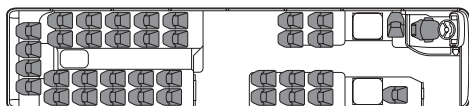
3-door bus 2-2-1 (32 seats)



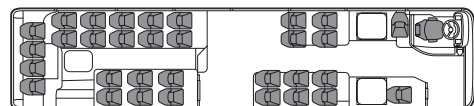
## Intercity variants, Lion's City T<sup>Ü</sup>



2-door bus 1-2-0 (40 seats)



3-door bus 1-2-1 (36 seats)



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**A member of the MAN Group**



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