

CONSISTENTLY EFFICIENT 



D 112.491/E · ms 08102 · Printed in Germany  
Text and illustrations not binding.  
Subject to changes in the course of technical progress.

MAN Nutzfahrzeuge Gruppe  
Postfach 50 06 20  
D-80976 München  
[www.man-mn.com](http://www.man-mn.com)  
A member of the MAN Group



**MAN Lion's City.**

Welcome to the city-bus family.



## Efficiency has right of way.

As a partner to transport services and operators of public local transport, MAN presents solutions satisfying the major requirements of tomorrow: flexibility, comfort and convenience, safety and protection of the environment. Today, more than ever, the focus is on cost/benefit. Maximum efficiency is the order of the day. The Lion's City low-floor city buses are an answer to the questions facing us. MAN PURE DIESEL® is an innovative concept paving the way for the future. A combination of low-consumption common-rail engines with the latest exhaust technology satisfies not only

Euro 5 but also the even stricter EEV standard, and manages without any additives. An example of efficiency that unites ecology and economy. Being efficient also means satisfying individual demands and having the right solution for every requirement that comes along. From midi-bus through double-decker to intercity service bus, the MAN family of city buses includes models in all lengths from 12 to 18.75 m, and tops that with attractive efficiency: as a Lion's City, Lion's City G/GL, Lion's City DD, Lion's City LE/LE Ü and Lion's City C or L. Come aboard.



# Efficient all along the line: the Lion's City.



Definitely a head-turner on any city street: the Lion's City always leaves a striking impression of composed self-assurance. A future-proofed design that integrates tangible benefits such as improved serviceability. No less attractive are the level of comfort, the handling characteristics and the cost effectiveness of the Lion's City. With its low-consumption, clean-burn common-rail engines and low life cycle costs, the Lion's City sets standards for dependability, economy and efficiency.

### Going places in the city:

- Elegant, unmistakable exterior design
- Large tinted side windows for brightness inside and great views of city life outside
- Smooth, easily cleaned side windows and frames
- Front end is segmented for better repairability
- Innovative exterior-mirror system with integral wind-angle mirrors



## Feel-good space for city dwellers.

### Functional and comfortable.

Bright, friendly colours lend themselves to the interior appeal of the Lion's City; comfort and functionality are the main features. Entrance, exit and centre aisle are all low-floor. The kneeling function enables the nearside to settle 80 mm. The ergonomic seats are vandal-proof, very easy to clean and have no underseat props. Needless to say, the Lion's City is compliant with EU Directive 2001/85/EC, including the provisions for the carriage of reduced-mobility passengers.

### Inviting in every way.

- Convenient, stepless low-floor entrances
- Centre aisle is low-floor and stepless
- Kneeling function for lowering the nearside 80 mm
- Ergonomic seats with optimised legroom, vandal-proof
- Seats are cantilevered with no underseat props, so cleaning is quick and easy
- Equipped for the carriage of reduced-mobility persons, compliant with 2001/85/EC
- Integrated folding ramp for wheelchairs and infant buggies

### We stand the engine upright so that as many passengers as possible can take a seat.

The Lion's City with upright engine makes space in a way that is second to none. The engine is upright at the rear left of the bus, freeing up even more valuable space for the passengers. There is a standing-only platform at the rear right, although this space can also be used to accommodate a three-seat bench.

### Smart ideas smartly implemented.

- Upright common-rail diesel engine
- Standing-only passengers on platform at rear
- Three-seat rear bench is optional
- Semi-circular bench seat opposite door No. 3
- Easy servicing through ease of access
- Less vehicle weight for lower fuel consumption



## The cockpit for the City pilot.

### A comfortable command post.

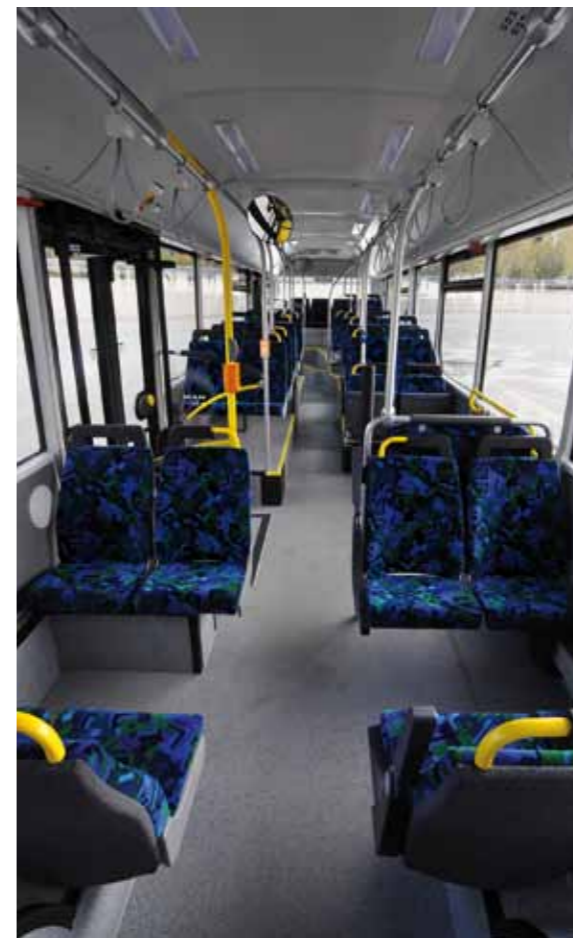
Keenly attractive in design, the cockpit is totally oriented toward the comfort and convenience of the driver. The controls are logically laid out and effortlessly reachable. All the important information is available at a glance and all the instruments are easily readable in daylight and at night. The ticket dispenser and register can be integrated into the cab door and colour-matched to the interior design on request. And of course a cockpit compliant with the VDV guidelines issued by the Association of German Transport Organisations is also available as an alternative.

### Sit comfortably, drive at ease.

The adjustable, air-sprung driver's seat is a workplace where comfort reigns supreme. The luxurious seat can be adjusted in numerous ways, all designed for maximum ergonomic benefit to keep the driver fully at ease and fully aware of the traffic situation. The height and angle of the steering wheel can also be adjusted to suit the driver. In this cockpit everything is just right: the driver feels immediately at home with the layout, can concentrate on driving, and feels better all round.

### What drivers like.

- Ergonomic cockpit with conveniently positioned controls
- Uncluttered instrument-panel layout
- Ergonomic seat for fatigue-free driving
- Adjustable steering wheel
- Liquid-crystal display for operating-status and diagnostic data
- Good view through downswept windscreen and with the assistance of wide-angle mirrors



## Comfort in new lengths. Lion's City C and L show how.

**Efficiency means satisfying specific demands.**  
If the capacity of a 12-m bus is not enough but an articulated bus too large, MAN has an alternative to match: the new Lion's City C with the comfort length of 13.7 m and the Lion's City L with a vehicle length of 14.7 m are efficiency made to measure. These triple-axled buses feature comfortable seating capacity, manoeuvrability and compactness. They come with 34 to 44 seats and capacity of 98 to 120 passengers. The turning circle is just 24.7 m, due in no small part to an electrohydraulically steered trailing axle. MAN offers the Lion's City C solely with three doors, the Lion's City L can also be had with two doors. All imaginable types of door are featured, such as modern outward sliding plug doors.

### Bus sizes made to measure.

- Lion's City C with 13.7 m length, three doors
- Lion's City C with 14.7 m length, two and three doors
- Capacity of 98 to 120 passengers
- Electrohydraulically steered trailing axle
- MAN PURE DIESEL® concept for Euro 5 and EEV
- Common-rail diesel of 320 and 360 hp
- Natural-gas engine of 310 hp
- Small turning circle



### Well engined – with diesel or natural gas.

The torque engines of the Lion's City C and L not only generate economic efficiency, they also satisfy ambitious demands for low environmental impact. The modern common-rail diesel engines of 320 hp or 360 hp are available in a clean-burning EEV version with MAN PURE DIESEL® technology.

Also meeting EEV standard is a natural-gas engine producing 310 hp. From the outside the natural-gas-powered bus can be recognized by the new, attractively styled hood on the roof covering the gas tanks.



## Efficiency is a constant. The Lion's City G and GL articulated buses.

### Glide smoothly through the rush-hour traffic.

Right out on the city's busiest thoroughfare, there is one cool head amidst all the hustle and bustle: the Lion's City G. It's enormous passenger capacity is well up to dealing with any rush-hour challenge. Up to 150 passengers can be accommodated comfortably in the 18 m long Lion's City G. The Lion's City GL is longer by 75 cm and is well up to carrying 165 passengers. In terms of design, comfort

and technology, the articulated buses are completely in line with the MAN concept. That means: quality in every detail. A turning circle shy of 24 m makes for easy handling. The extremely low pivot makes the bus particularly comfortable. In terms of innovation, MAN articulated buses are lengths ahead of the field.

### A small step for the passengers.

A big step toward more convenience. The stepless entries are very low, so it is easy for elderly persons to board the bus. The bright colourful interior makes the passenger compartment inviting and cheery. The ergonomic MAN City shell seat and the ample legroom emphasise passenger comfort. Standing passengers can take a firm grip of uprights and handrails. Infant buggies and wheelchairs are also conveniently positioned. Fold-down seats for accompanying persons are an option. No question about it: MAN has thought of everything.

### Low-floor perfected.

The pivot with integrated bend stop allows a very low centre aisle, so the low-floor configuration offers the optimum ease of access that all passengers can enjoy. The double bellows adapter is another innovation. The inner bellows takes the place of the side slide guards. The floor covering is very flat and is made of a special resilient material; it is easily replaced if damaged. Visual appearance is much improved, and the same applies to the feeling of space inside the articulated bus.

# A highlight to grace the streets of any metropolis. The Lion's City DD.

## Peerless.

The Lion's City DD is an unparalleled performer on any busy bus route. Measuring just 14 metres in length, the double-decker can accommodate a total of 128 passengers, seated and standing. The interior is bright and friendly; full-length low floors make for ample headroom – 1.92 m on the bottom deck and 1.71 m upstairs. Wide stairways front and

rear make boarding and unboarding easy. Ample space for parents with infant buggies and for wheelchair users is a matter of course in a MAN Lion's City DD, and the same applies to fittings suitable for use by persons of reduced mobility as stipulated in the omnibus directive 2001/85/EC.

### Highlights on two decks

- 14 meters of efficiency
- Room for 128 passengers, seated and standing
- Extra-long folding ramps
- Double seats for persons of reduced mobility
- Folding seats suitable for disabled persons





## The multi-talent: Lion's City LE / LE Ü.

### Efficient on city streets and country roads.

The Lion's City LE/LE Ü embodies a versatile bus concept that cuts a fine figure on city thoroughfares and out and about on country highways and byways. Proven quality and technology have enabled this low-entry bus to earn not only the hearts of passengers, but also the minds of fleet operators and transport-company directors. This is a 12-metre bus that packs a lot of punch in terms

of passenger comfort and price/performance ratio. This is due primarily to the fact that many components from the MAN Lion's City family were incorporated into the design of the Lion's City LE/LE Ü. Not sure whether to opt for the city service bus or the intercity version? The best idea would be to take both.





## Everyone enjoys boarding this bus.

### Two versions, one claim to quality.

Vis-à-vis the Lion's City LE, the intercity Lion's City LE Ü has bigger tyres for that little extra ground clearance that makes so much difference. The entry-step height at both outward-opening doors is a convenient 360 mm. The Lion's City LE has a step height of only 320 mm, so it is even easier to board and exit. Both versions feature the kneeling function as standard, so they offer every assistance to persons of reduced mobility. A lifter and a wheelchair ramp at door No. 2 are available as optional extras. Both are standard equipment on the city service bus.

### Robust and inviting.

Achieving a sense of space in the low-floor Lion's City LE: where everything has its place, looks good and is easy to clean. Strong and comfortable seats invite passengers to relax at their ease. The seat back is a robust and easily cleaned plastic moulding. The Lion's City LE Ü intercity service bus comes ex-works with two low-rise platforms on right and left between doors 1 and 2. The 2-door version has intercity seating for 40 passengers. Each seat has an integral hand grip and can be supplied on request with a side armrest.

### Lion's City LE service bus for urban routes.

- Two double-leaf doors, door 1 as a single-leaf door is an alternative
- Door 1 pivot-mount inward-opening; door 2 pivot-mount outward-opening
- Single-leaf outward-opening pivot-mount door behind rear axle is optional
- No raised platform between front axle and door 2 (low-rise platforms optional)
- 36 seats in service-bus configuration
- 275/70 R 22.5 tyres, entry height 320 mm
- 6-cylinder inline engine, CR diesel, upright,
- 206 kW (280 hp) Euro 4 or 216 kW (290 hp) EEV
- 6-speed automatic transmission is standard (4-speed automatic optional)

### Lion's City LE Ü intercity service bus.

- Door 1 single-leaf pivot-mount outward-opening door
- Door 2 double-leaf pivot-mount outward-opening door
- Single-leaf outward-opening pivot-mount door behind rear axle is optional
- Low-rise platforms between front axle and door 2
- Intercity seating for 40 passengers
- 295/80 R 22.5 tyres, 275/70 R 22.5 optional; entry height 360 mm
- 6-cylinder inline engine, CR diesel, upright,
- 206 kW (280 hp) Euro 4 or 216 kW (290 hp) EEV
- 6-speed automatic transmission is standard (4-speed automatic optional)



## High-tech for high environmental-protection targets

### A clean lead.

Euro 5 lays down strict limits, and the dictates of EEV are even stricter, so we developed the MAN PURE DIESEL concept with common-rail injection and cooled EGR specifically to meet them. (One sentence omitted) Enhanced environmentally friendly vehicle (EEV) status is achieved with the innovative CRTec® particle filter. This technology does not require AdBlue®. That means: no costs

for maintenance of the extra system and no costs for the additive itself; no extra stops for topping up the additive tank, and no added deadweight. Last but not least, the MAN technology does not increase fuel consumption, does not push up initial investment costs, and does not generate additional overheads for operation and upkeep.

### Clean without an additive

#### CRTec® filter

- Electronically monitored CRTec® particle filter
- No AdBlue® necessary
- Dynamic maintenance-interval indicator
- Very large proportion of all soot particles eliminated

### The power of efficiency.

You'll notice it every time you drive off and accelerate, you'll feel it over every mile you travel. The common-rail diesels from MAN develop compellingly powerful pulling torque and log astonishingly appealing consumption figures. They are also very, very reliable, as reflected in the long maintenance intervals. Mated to the 4-speed and 6-speed automatic transmissions, the engines with ratings of 176 kW (240 hp) to 265 kW (360 hp) give the Lion's City buses supremely capable performance. The range also includes spotlessly a clean natural-gas-powered engine (CNG) as 6-cylinder propulsion unit with 228 kW (310 hp).



## It's not just a matter of engine power alone: The backup power of MAN services.

### Service tailored to fit. For the greatest efficiency.

As far as mobility is concerned, you chose well when you opted for MAN. The tightly meshed MAN service network stretches right across Europe, affording you the luxury of knowing you won't be left in the lurch. We have a great choice of services all designed to keep your business up and running.

- MAN Comfort System – the made-to-measure package for maintenance and repair in combination with warranty extension
- MAN Mobile24 – the 24/7 mobility service at your disposal every single day of the year
- MAN ServiceCard and RepairCard for no-cash transactions anywhere in Europe. A no-compromise improvement in mobility and independence

### All geared toward supporting your business endeavours.

Boost performance, cut costs, optimise success. If you share the same motto you will appreciate our flexible offerings, tailored to match your requirements.

- MAN TeleMatics - our internet service for mobile tracking, vehicles management and logistics
- MAN Communication – everything needed to back up mobile communication
- MAN ProfiDrive – driver training for more safety and cost efficiency

### Financial management for your profit.

Our offerings extend your financial latitude, lift the burden on your credit lines and give you cost transparency and full planning and budgeting security.

- MANCredit - the attractive financing models of variable duration
- MAN Lease - the handiest way of easing the strain on your budget and always having a new MAN on the road

# Impressive models with a great family history. The Lion's City family.

# Advice on configuration. Selection made easy.

Lion's City  
(vertical arrangement)



Vehicle dimensions	
Length	11,980 mm
Width	2,500 mm
Overall height	2,880 mm
Wheelbase	5,875 mm
Clearance circle	22,312 mm
Interior equipment Lion's City	
Seating arrangement	27 city bus seats Standing platform opposite door 2
Running gear	
Front axle	Rigid axle with disk brakes
Rear axle	Portal axle with disk brakes
Additional brake	Retarder integrated in the gearbox
Tyres	275/70 R 22,5
Gearbox	
Type	<ul style="list-style-type: none"> <li>■ 6-speed automatic, series</li> <li>■ 4-speed automatic, optional</li> </ul>
Engine, vertical arrangement	
<b>D 0836 LOH 63, EEV</b>	
Model and arrangement	6-cylinder in-line diesel engine, Common rail, EEV, vertical arrangement
Rating	216 kW/260 hp at 2,300 rpm
Capacity	6,871 cm <sup>3</sup>
Max. torque	1,100 Nm at 1,200 – 1,650 rpm

Lion's City  
(vertical arrangement)



Vehicle dimensions	
Length	11,980 mm
Width	2,500 mm
Overall height	2,880 mm
Wheelbase	5,875 mm
Clearance circle	22,312 mm
Interior equipment Lion's City (vertical arrangement)	
Seating arrangement	36 city bus seats Standing platform opposite door 2
Innenausstattung Lion's City Ü (vertical arrangement)	
Seating arrangement	44 city bus seats Standing platform on the right side of door 2
Running gear	
Front axle	Rigid axle with disk brakes
Rear axle	Portal axle with disk brakes
Additional brake	Retarder integrated in the gearbox
Tyres	275/70 R 22,5
Gearbox	
Type	<ul style="list-style-type: none"> <li>■ 6-speed automatic, series</li> <li>■ 4-speed automatic, optional</li> </ul>

Lion's City Ü  
(vertical arrangement)



Engine	
<b>D 2066 LUH 41, EEV</b>	
Model and arrangement	6-cylinder in-line diesel engine, Common rail, EEV, horizontal arrangement
Rating	206 kW/280 hp at 1,900 rpm
Capacity	10,518 cm <sup>3</sup>
Max. torque	1,250 Nm at 1,000 – 1,400 rpm
<b>D 2066 LUH 42, EEV</b>	
Model and arrangement	6-cylinder in-line diesel engine, Common rail, EEV, horizontal arrangement
Rating	235 kW/320 hp at 1,900 rpm
Capacity	10,518 cm <sup>3</sup>
Max. torque	1,600 Nm at 1,000 – 1,400 rpm
<b>D 2066 LUH 43, EEV</b>	
Model and arrangement	6-cylinder in-line diesel engine, Common rail, EEV, horizontal arrangement
Capacity	264 kW/360 hp at 1,900 rpm
Capacity	10,518 cm <sup>3</sup>
Max. torque	1,800 Nm at 1,000 – 1,400 rpm
<b>E 2876 LUH 02 (CNG), EEV</b>	
Model and arrangement	6-cylinder in-line gas engine, EEV, horizontal arrangement
Rating	228 kW/310 hp at 2,000 rpm
Capacity	12,816 cm <sup>3</sup>
Max. torque	1,250 Nm at 1,000 – 1,700 rpm

Lion's City C



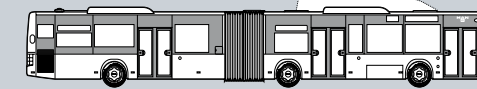
Vehicle dimensions		City C	City L
Length		13,680 mm	14,705 mm
Width		2,500 mm	2,500 mm
Overall height		2,880 mm	2,880 mm
Wheelbase at front		5,875 mm	6,900 mm
Wheelbase at rear		1,700 mm	1,700 mm
Clearance circle		24,600 mm	24,720 mm
Interior equipment			
Seating arrangement		40 city bus seats	44 city bus seats
		Standing platform opposite door 2	
Running gear			
Front axle		Rigid axle with disk brakes	
Central axle		Portal axle with disk brakes	
Rear axle		Rigid axle with disk brakes	
Additional brake		Retarder integrated in the gearbox	
Tyres		275/70 R 22,5	
Gearbox			
Type		<ul style="list-style-type: none"> <li>■ 6-speed automatic, series</li> <li>■ 4-speed automatic, optional</li> </ul>	

Lion's City L



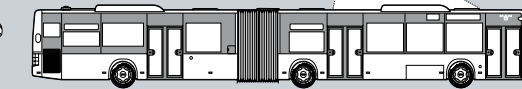
Engine	
<b>E 2876 LUH 02 (CNG), EEV</b>	
Model and arrangement	6-cylinder in-line gas engine, EEV, horizontal arrangement
Rating	228 kW/310 hp at 2,000 rpm
Capacity	12,816 cm <sup>3</sup>
Max. torque	1,250 Nm at 1,000 – 1,700 rpm
<b>D 2066 LUH 42, EEV</b>	
Model and arrangement	6-cylinder in-line diesel engine, Common rail, EEV, horizontal arrangement
Rating	235 kW/320 hp at 1,900 rpm
Capacity	10,518 cm <sup>3</sup>
Max. torque	1,600 Nm at 1,000 – 1,400 rpm
<b>D 2066 LUH 43, EEV</b>	
Model and arrangement	6-cylinder in-line diesel engine, Common rail, EEV, horizontal arrangement
Rating	264 kW/360 hp at 1,900 rpm
Capacity	10,518 cm <sup>3</sup>
Max. torque	1,800 Nm at 1,000 – 1,400 rpm

Lion's City G



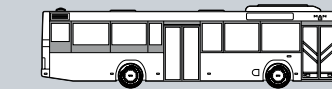
Vehicle dimensions		City G	City GL
Length		17,980 mm	18,750 mm
Width		2,500 mm	2,500 mm
Overall height		2,880 mm	2,880 mm
Wheelbase at front		5,105 mm	5,875 mm
Wheelbase at rear		6,770 mm	6,770 mm
Clearance circle		23,392 mm	24,446 mm
Interior equipment			
Seating arrangement		51 city bus seats	55 city bus seats
		Standing platform opposite door 2	
Running gear			
Front axle		Rigid axle with disk brakes	
Central axle		Portal axle with disk brakes	
Rear axle		Rigid axle with disk brakes	
Additional brake		Retarder integrated in the gearbox	
Tyres		275/70 R 22,5	
Gearbox			
Type		<ul style="list-style-type: none"> <li>■ 6-speed automatic, series</li> <li>■ 4-speed automatic, optional</li> </ul>	

Lion's City GL



Engine	
<b>E 2876 LUH 02 (CNG), EEV</b>	
Model and arrangement	6-cylinder in-line gas engine, EEV, horizontal arrangement
Rating	228 kW/310 hp at 2,000 rpm
Capacity	12,816 cm <sup>3</sup>
Max. torque	1,250 Nm at 1,000 – 1,700 rpm
<b>D 2066 LUH 42, EEV</b>	
Model and arrangement	6-cylinder in-line diesel engine, Common rail, EEV, horizontal arrangement
Rating	235 kW/320 hp at 1,900 rpm
Capacity	10,518 cm <sup>3</sup>
Max. torque	1,600 Nm at 1,000 – 1,400 rpm
<b>D 2066 LUH 43, EEV</b>	
Model and arrangement	6-cylinder in-line diesel engine, Common rail, EEV, horizontal arrangement
Rating	264 kW/360 hp at 1,900 rpm
Capacity	10,518 cm <sup>3</sup>
Max. torque	1,800 Nm at 1,000 – 1,400 rpm

Lion's City LE



Vehicle dimensions		Lion's City LE	Lion's City LE Ü
Length		11,857 mm	
Width		2,550 mm	
Overall height		3,090 mm	
Wheelbase		5,725 mm	
Clearance circle		21,960 mm	
Interior equipment		Lion's City LE	Lion's City LE Ü
Seating arrangement		36 city bus seats	40 city bus seats
		Standing platform on the right side of door 2	
Running gear			
Front axle		Rigid axle with disk brakes	
Rear axle		Hypoid axle with disk brakes	
Additional brake		Retarder integrated in the gearbox	
Tyres Lion's City LE		275/70 R 22,5	
Tyres Lion's City LE Ü		295/80 R 22,5	
Gearbox			
Type		<ul style="list-style-type: none"> <li>■ 6-speed automatic, series</li> <li>■ 4-speed automatic, optional</li> </ul>	
Engine			
<b>D 0836 LOH 63, EEV</b>			
Model and arrangement		6-cylinder in-line diesel engine, Common rail, EEV, vertical arrangement	
Rating		216 kW/260 hp at 2,300 rpm	
Capacity		6,871 cm <sup>3</sup>	
Max. torque		1,100 Nm at 1,200 – 1,650 rpm	

Lion's City LE Ü

