

CONSISTENTLY EFFICIENT 



MAN Lion's Regio

Here and there and everywhere. By coach.



The greatest efficiency wherever you drive.

Added value on board.

Whoever moves more with less is ahead of the competition. Isn't it a pleasure to reach this goal so comfortably with the Lion's Regio? Its dynamic common-rail engines with dependable MAN PURE DIESEL® technology produce more power, use less fuel and care for the environment. The Lion's Regio allows you to opt for compliance with Euro 5 and the

even stricter EEV emissions standard – and with no need for an additive. Enjoy its outstandingly efficient performance in medium-haul and feeder service as well as on weekend trips and long-haul journeys. A bus for every day of the week and journeys to any destination. A mobile design object that shows how elegant efficiency can be on two or three axles.



The Lion's Regio is the champion of the intercity buses. The readers of "lastauto omnibus", "trans aktuell" and "Fernfahrer" voted it into undisputed first place for the sixth time.



On tour from place to place.

Efficient over long distances.

A trip with the Lion's Regio is a great experience, wherever the destination might be. Because as far as dynamism and comfort are concerned, it always comes out tops. To ensure that comfort doesn't come too short on a long journey, the Lion's Regio can be fitted out for day trips and long-distance work with coach seating, galley and WC. Passenger

capacity is yet another strong point: the 2-axle bus can carry up to 55 passengers while the Lion's Regio C seats up to 59 and the Lion's Regio L up to 63 passengers in comfort. Their luggage too is easily stowed – in the capacious underfloor luggage compartment with up to 6.8 m³ in the 2-axle Lion's Regio C.



At home in the city.

Efficient on every route.

The Lion's Regio is ready to go as an urban service bus. Wide non-slip entries, ergonomic handrails and indirect step lighting invite passengers to come aboard. The buses with double doors at the rear are prepared ex-works for installation of a wheel chair lift. The interchangeable platform is a highly versatile innovation: a simple procedure is all it takes to switch from seats front to back

to a configuration with a full-width standing-only space in the middle of the bus. Hand luggage stows in the large overhead racks. The commodious space concept is one aspect of the design, economy is another. These buses are designed to make it easy for you to achieve your revenue targets.





Freedom of movement in its truest sense.

True greatness shows itself in small details.

Passengers enjoying the bright interior also have an excellent view of their surroundings through the low-waist tinted windows. The smoothly contoured, easy-care surfaces are colour-matched and attractive right from the very first glance. Seat comfort is of a high level. You have the choice of ergonomic coach-type seats or a range of service-bus seating configurations designed to withstand everyday wear and tear and indirect light concept is unique in this category and makes for a fascinating feeling of space during the hours of darkness. When you step aboard, you'll see: the Lion's Regio is a true MAN bus in every detail.

An enjoyable trip is all about comfort on board.

On every journey, the Lion's Regio offers the convenience of overhead service sets with air vents and reading lights. The intercity buses are prepared for installation of an optional air-conditioning system. Your passengers travel at pleasant temperatures in high summer and in the depths of winter. Perfect air quality in the passenger compartment is maintained at all times as the fully automatic system balances the flows of fresh air, recirculated air and conditioned mixing air. An added benefit for the driver: the cockpit has its own dedicated air-con system. The fine points too have been optimised in every detail. The spent air from the interior is drawn off into the luggage compartment. That keeps dust and humidity away from the luggage and pegs the temperature at a constant level.

The Lion's Regio leaves nothing to be desired.

- | | | |
|--|--|--|
| ■ Large, tinted side windows | ■ Body versions with single-leaf or double-leaf second door | ■ Interchangeable platform system midway along the vehicle interior |
| ■ Smooth, easily cleaned side windows and frames | ■ Indirect lighting concept for an enjoyable feeling of space | ■ Skeleton structure prepared for installation of wheelchair lift at door No. 2 (wheelchair lift optional) |
| ■ Electronic roof-mounted heater or air-conditioning system organically incorporated into the roof structure | ■ Roof ducts with large, open luggage racks, air-vent sets optional | ■ Standard front-end cabinet |
| ■ Several 19" slots for IBIS components, no Euro-box necessary | ■ WC and galley modules on request | ■ Optional front-end refrigerator |
| ■ Full range of ergonomic seats, right up to coach-style seating | ■ Large-volume luggage compartment with 6.3 cubic metres capacity in the Lion's Regio L and 6.8 cubic metres in the Lion's Regio C | |



Turning work into pleasure.

Take a seat and feel good.

Professional drivers appreciate an ergonomically optimised workplace that makes their job easier and enables them to concentrate on their driving. If you want to extract even more enjoyment from your job, you'll enjoy the satisfaction of driving a Lion's Regio. You'll appreciate right away that we have put a great deal of work ourselves into the ergonomics of your cockpit. The layout is clear and

uncluttered, all the controls are easy to reach and easy to use. Right in front of you is the ellipsoid dashboard with large, chrome-ringed analog instruments, attractively styled vents and, in the centre, the driver information display. You can use the menu of the driver information display to access on-board diagnosis at any time.



Being at ease behind the wheel means driving safely.

The driver's seat has a three-point seat belt and can be adjusted to suit any driver's preferences. IPS is an integrated lumbar and side-support system to ease the strain on the driver's back, so that he or she can stay alert behind the wheel. The driver's microphone is standard and is conveniently integrated into the backrest. Of course there are also neat arrangements for those everyday indispensables: the cupholder is conveniently placed, and there is a lockable compartment for valuables (optional extra).

Last but not least, the cockpit can be sectioned off from the passenger compartment in ways that suit the various uses. The options range from half-height partitions through a full-height transparent rear panel to a full driver's cab (extended partition with hinged door). The area around the cockpit is air-conditioned, as is the front entry area. The powerful air conditioner (optional) ensures excellent driving comfort..

Why drivers love the Lion's Regio.

- Ergonomic cockpit with conveniently positioned controls
- Chrome-finished instrument panel with easy-to-read instruments
- Driver information display for on-board diagnosis
- Choice of convenient stowage compartments and oddments trays for the driver's use
- Overhead heater, electronically controlled, or air-conditioner and convection heaters in passenger compartment
- Air-conditioning for cockpit can be controlled independently of the passenger-compartment system
- Electrically operated roller sunblinds for windscreen and driver's side window

Life is full of surprises. But no unpleasant ones on a bus trip.

Electronic stability program ESP.

ESP is standard on all Lion's coaches, and it's there to help in critical situations. If it detects a hazardous situation the system stabilises the vehicle by braking individual wheels selectively, and if necessary by cutting back engine torque.

Electronic braking system EBS.

EBS ensure that the brakes are applied rapidly and it interacts with the anti-lock braking system to achieve a significant increase in braking safety. The integrated traction control system prevents spin at the driven wheels. Electronic adaptation of braking force to any given braking situation also helps minimise wear and tear on the system components and improve the cost effectiveness of the brake system over its entire useful life.

MAN Brakematic with Bremsomat brake control and cruise control.

MAN BrakeMatic management of the sustained-action brake means that this brake is automatically applied as soon as the driver touches the brake pedal. Bremsomat brake control and cruise control enable the vehicle to hold exactly at a preselected speed, boosting safety on steep downhill gradients in particular.

MAN TipMatic®.

The 12-speed MAN TipMatic transmission can be operated both in fully automatic mode and manually by means of the touch-action stalk on the steering column. If the retarder takes effect, the transmission automatically selects the gear that maximises braking efficiency.

Xenon headlights.

The xenon lights including headlight washer system significantly improves illumination of the road ahead and enhances safety, particularly in bad weather and when visibility is poor. These lights are more than twice as bright as conventional halogen bulbs.





**You can do a great deal for the environment.
Drive a Lion’s Regio, for example.**

Take 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. Installing the maintenance-free PM-KAT® filter ensures Euro-5 compliance. Enhanced environmentally friendly vehicle (EEV) status is achieved with the innovative CRTec® particle filter. Neither technology requires 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. Ecology and economy in harmony – that’s efficiency as we understand it.

| Clean without an additive |
|---|
| MAN PM-KAT® filter (Euro 5) |
| ■ Dependable, maintenance-free special-steel MAN PM-KAT® filter |
| ■ No AdBlue® necessary |
| ■ No change in fuel consumption |
| ■ About 70 kg less weight than other technologies |
| ■ Above-average elimination of the smallest particulates |
| CRTec® Filter (EEV) |
| ■ Electronically monitored CRTec® particle filter |
| ■ No AdBlue® necessary |
| ■ Dynamic maintenance-interval indicator |
| ■ Very large proportion of all soot particles eliminated |

The drive to greater efficiency.

Five massively torquey 6-cylinder D20 common-rail engines with 10.5 l displacement get the opportunity to flex their muscles in these vehicles. The choice ranges from 235 kW (320 hp) through 265 kW (360 hp) to the tremendously powerful 294 kW (400 hp) with Euro 5 compliance and 235 kW (320 hp) and 265 kW (360 hp) at EEV grade. Ideal engines for long-distance touring and for challenging route topographies. And all that MAN power is delivered to the road through a 6-speed gearbox or the twelve-stage MAN TipMatic®. The range also includes two automatic transmissions (4-speed and 6-speed) for the 320 and 360 hp engines.



There is virtually nothing they cannot provide: The MAN range of 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 ComfortSystem – 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

Optimise your fleet operations.

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 Profi Drive – driver training for more safety and cost efficiency

Flexible financing models, transparent costs.

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

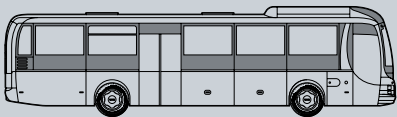
- MAN Credit – the attractive financing models of variable duration
- MAN Lease – the handiest way of easing the strain on your budget and always having a new MAN on the road



Three fascinating ways to make
the right choice.



Lion's Regio



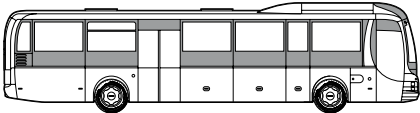
| MAN Lion's Regio | | | |
|--------------------|-----------|-----------------------|---|
| Vehicle dimensions | | Engine Euro 5 | |
| Length | 12,250 mm | Model and arrangement | 6-cylinder in-line D 2066 LUH diesel engine common-rail Euro 5, horizontally arranged |
| Width | 2,550 mm | Piston displacement | 10,500 cm³ |
| Overall height | 3,400 mm | Rated output | <div><div></div>235 kW/320 hp, max. torque 1,550 Nm</div> <div><div></div>265 kW/360 hp, max. torque 1,750 Nm</div> <div><div></div>294 kW/400 hp, max. torque 1,900 Nm</div> |
| Wheelbase | 6,120 mm | Gearbox | <div><div></div>6-speed manual gearbox</div> <div><div></div>MAN TipMatic®, automated 12-speed manual gearbox</div> <div><div></div>4- or 6-Speed automatic gearbox</div> |
| Turning circle | 20,026 mm | | |

| Engine EEV | | Running gear | | General | |
|-----------------------|---|-----------------------|---|----------------------------------|----------------------------|
| Model and arrangement | 6-cylinder in-line D 2066 LUH diesel engine common-rail EEV, horizontally arranged | Brakes | EBS brake system, disc brakes on all wheels | Seating arrangement | Up to 55 + 1 |
| Piston displacement | 10,500 cm³ | Tyres | 295/80 R 22,5 | Tank capacity | 300 litre |
| Rated output | <div><div></div>235 kW/320 hp, max. torque 1,550 Nm</div> <div><div></div>265 kW/360 hp, max. torque 1,750 Nm</div> | Axle load at front | 7,100 kg | Auxiliary tank, optional | 210 litre (total 510 l) |
| Gearbox | <div><div></div>6-speed manual gearbox</div> <div><div></div>MAN TipMatic®, automated 12-speed manual gearbox</div> <div><div></div>4- or 6-Speed automatic gearbox</div> | Axle load at rear | 11,500 kg | Volume of luggage compartment | 5.6 m³ |
| | | | | Permissible gross weight | 18,000 kg |

MAN Lion's Regio C

| Vehicle dimensions | | Engine Euro 5 | |
|--------------------|-----------|-----------------------|---|
| Length | 13,010 mm | Model and arrangement | 6-cylinder in-line D 2066 LUH diesel engine common-rail Euro 5, horizontally arranged |
| Width | 2,550 mm | Piston displacement | 10,500 cm³ |
| Overall height | 3,400 mm | Rated output | <div><div></div>235 kW/320 hp, max. torque 1,550 Nm</div> <div><div></div>265 kW/360 hp, max. torque 1,750 Nm</div> <div><div></div>294 kW/400 hp, max. torque 1,900 Nm</div> |
| Wheelbase | 6,880 mm | Gearbox | <div><div></div>6-speed manual gearbox</div> <div><div></div>MAN TipMatic®, automated 12-speed manual gearbox</div> <div><div></div>4- or 6-Speed automatic gearbox</div> |
| Turning circle | 22,888 mm | | |

Lion's Regio C

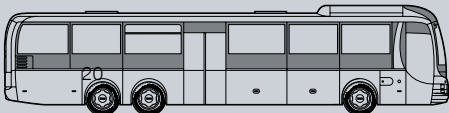


| Engine EEV | | Running gear | | General | |
|-----------------------|--|-----------------------|---|----------------------------------|----------------------------|
| Model and arrangement | 6-cylinder in-line D 2066 LUH diesel engine common-rail EEV, horizontally arranged | Brakes | EBS brake system, disc brakes on all wheels | Seating arrangement | Up to 59 + 1 |
| Piston displacement | 10,500 cm³ | Tyres | 295/80 R 22,5 | Tank capacity | 300 litre |
| Rated output | <div><div></div>235 kW/320 hp, max. torque 1,550 Nm</div> <div><div></div>265 kW/360 hp, max. torque 1,750 Nm</div> | Axle load at front | 7,100 kg | Auxiliary tank, optional | 210 litre (total 510 l) |
| Gearbox | <div><div></div>6-speed manual gearbox</div> <div><div></div>MAN TipMatic®, automated 12-speed manual gearbox</div> <div><div></div>4- or 6-Speed automatic gearbox up to 350 hp</div> | Axle load at rear | 11,500 kg | Volume of luggage compartment | 6.8 m³ |
| | | | | Permissible gross weight | 18,000 kg |

MAN Lion's Regio L

| Vehicle dimensions | | Engine Euro 5 | |
|--------------------|-----------|-----------------------|---|
| Length | 13,900 mm | Model and arrangement | 6-cylinder in-line D 2066 LUH diesel engine common-rail Euro 5, horizontally arranged |
| Width | 2,550 mm | Piston displacement | 10,500 cm³ |
| Overall height | 3,400 mm | Rated output | <div><div></div>235 kW/320 hp, max. torque 1,550 Nm</div> <div><div></div>265 kW/360 hp, max. torque 1,750 Nm</div> <div><div></div>294 kW/400 hp, max. torque 1,900 Nm</div> |
| Wheelbase | 6,600 mm | Gearbox | <div><div></div>6-speed manual gearbox</div> <div><div></div>MAN TipMatic®, automated 12-speed manual gearbox</div> <div><div></div>4- or 6-Speed automatic gearbox</div> |
| Turning circle | 22,200 mm | | |

Lion's Regio L



| Engine EEV | | Running gear | | General | |
|-----------------------|---|--------------------------------------|---|----------------------------------|----------------------------|
| Model and arrangement | 6-cylinder in-line D 2066 LUH diesel engine common-rail EEV, horizontally arranged | Brakes | EBS brake system, disc brakes on all wheels | Seating arrangement | Up to 63 + 1 |
| Piston displacemen | 10,500 cm³ | Tyres | 295/80 R 22,5 | Tank capacity | 300 litre |
| Rated output | <div><div></div>235 kW/320 hp, max. torque 1,750 Nm</div> <div><div></div>265 kW/360 hp, max. torque 1,900 Nm</div> | Axle load at front | 7,100 kg | Auxiliary tank, optional | 210 litre (total 510 l) |
| Gearbox | <div><div></div>6-speed manual gearbox</div> <div><div></div>MAN TipMatic®, automated 12-speed manual gearbox</div> <div><div></div>4-Speed automatic gearbox Only ati 350 hp</div> | Axle load at rear (drive axle) | 11,500 kg | Volume of luggage compartment | 6.3 m³ |
| | | Axle load at rear (trailing axle) | 6,300 kg | Permissible gross weight | 24,900 kg |

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