



VIP CLASS

tourliner

THE KILOMETRE KING

NEOPLAN



Everyone has a
destination.
The Tourliner gets
you there.

It doesn't matter where your passengers want to go, the Tourliner fulfils their needs – right from the start. The versatile Neoplan coach doesn't just look good from the outside, its extremely comfortable interior is great too and, above all else, it gets you where you want to go – fast. A reliable high-achiever at affordable prices for both long and short-haul trips.

As diverse as its passengers – a coach for every trip.



No matter if the passengers are “just” travelling to the next town, or if they want to cross the country: with the Tourliner, you clock up the miles in comfort. And at unbelievable prices. Even the standard version of this flexible all-rounder ticks all the boxes: smooth running

with an excellent running gear, innovative technology and no expense spared on safety. Passengers can sit back and enjoy a relaxing trip when they choose the Tourliner.



A CLEVER AND ECONOMICAL MODULAR DESIGN WITH MODERN PRODUCTION TECHNOLOGIES

Whether you choose the 12 m, 13.26 m or 13.80 m Tourliner, your passengers will grow to love their coach on short and long journeys alike.

Live the moment.



JUST RIGHT FOR HAND LUGGAGE

You can easily store your handbag or your laptop in the spacious racks.



TV, REFRIGERATOR, COFFEE ... A HOME FROM HOME

The Tourliner really is a home from home with prominent monitors providing information and entertainment, a spacious 56-litre refrigerator and a practical on-board kitchen for snacks.



EYE-CATCHER: LIGHTS

Indirect lighting becomes a discreet style element.

Haven't you ever wished that time would stand still? In the Tourliner there is time and space to meet people. Its generous interior not only provides plenty of headroom and legroom, but this versatile coach is also fully equipped with everything you need for enjoyable trips, whether close to home or further afield. Passengers have already achieved their first goal just by climbing aboard – to make every trip a relaxing one.



One of the loveliest sights between
town and country.



And everyone says: what a great guy.



THE DRIVER HAS EVERYTHING IN HAND

Nothing was left to chance in the Tourliner cockpit: practical storage compartments in the centre console, easily accessible hatches above the driving position and lots of room for all the things a professional driver needs.

ROOM TO STRETCH

The optional XXL sleeper cabin really does provide the driver with ample "room to stretch" on long-haul trips. So the driver starts his next shift well-rested and raring to go.



The Tourliner steals drivers' hearts. It's a very special driving experience, with lots of room and comfort. In no small part thanks to an exclusive cockpit with customized seat and modern instrumentation. It impresses through the kind of design drivers would choose, with high-contrast display and functionality ahead of its time. Whether digital speedometer, running consump-

tion display or MMC (MAN Multimedia Coach) with navigation, whether climate control or central onboard computer, everything is clearly structured, logically arranged and within easy reach. That makes for simple reading, convenience in operation and a sure driving feel. No wonder this is the driver's bus.



Looking forward to the next trip.

The Tourliner doesn't just look good at first glance. Take a look beneath the shiny exterior at the technical details that help the driver and improve safety. The electronic braking system (EBS) for example, doesn't just perform in tricky situations. And the intelligent on-board electronic system, the modern running gear and the independent wheel suspension on the front axle ensure safety and above-average ride comfort. The electronic stability program (ESP) also ensures the coach holds its lane in critical situations. No surprise then, that both drivers and passengers say: "We start looking forward to the next trip before we've finished this one."



VALUE FOR MONEY POWER PACK: THE MAN ENGINE

The Tourliner opens up a world of possibilities: it already fulfils the demanding Euro 6 emission standard, which comes into force in Europe on 1 January 2014. 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).



COMFORTABLE BOARDING AND ALIGHTING

The wide doors and steps of the entrance and exit areas make it possible for your passengers to board and alight in comfort.



NARROW STREETS? NO PROBLEM

The parallel-pivoting side hatches with high interior width and large boot volumes can be accessed and easily opened in the tightest of spaces.

Technical data

Tourliner

ENGINE VARIANTS

MAN D 2066 LOH, EEV / Euro 6

R6, upright
10,518 cm³
294 kW / 400 hp at 1,900 rpm
1,900 Nm, at 1,000 – 1,400 rpm

MAN D 2676 LOH, EEV / Euro 6

R6, upright
12,419 cm³
324 kW/440 hp at 1,900 rpm
2,100 Nm, at 1,100 – 1,400 rpm

TRANSMISSION

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

RUNNING GEAR

Braking system

Disc-brake system with EBS

Front axle

Multi-link independent wheel suspension
VOS-08-B-01

Rear axle

Rigid axle MAN HY-1336-B 01
with longitudinal links and wishbones

GENERAL

Max. permissible weight

18,000 kg

Luggage compartment volume

10 m³

PASSENGER COMPARTMENT

No. of doors

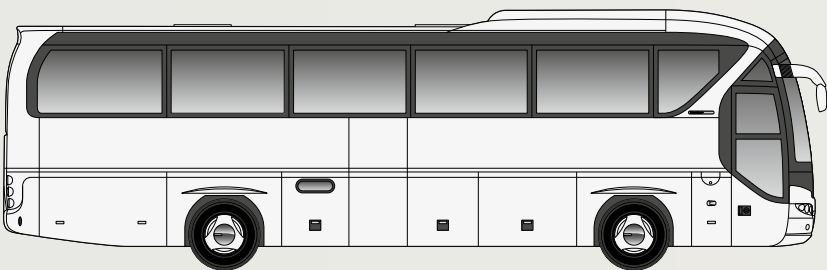
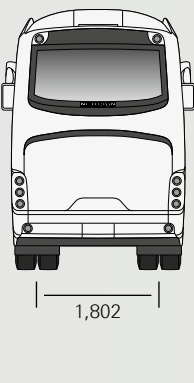
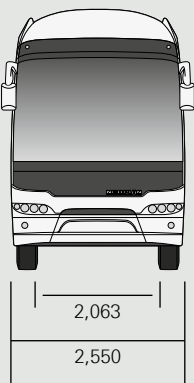
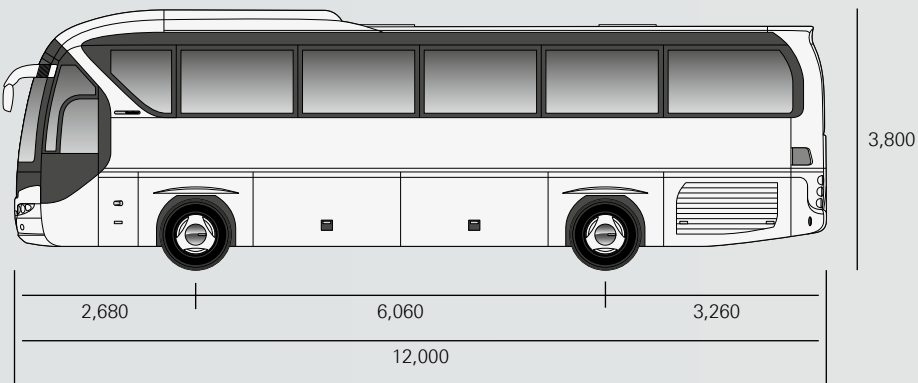
2

Seating spaces

up to 49 + 1 + 1

Length
Width
Height inc. A/C unit
Turning circle
Wheelbase
Front overhang
Rear overhang
Standing height centre aisle

12,000 mm
2,550 mm
3,800 mm
20,610 mm
6,060 mm
2,680 mm
3,260 mm
2,153 mm



Technical data

Tourliner C

ENGINE VARIANTS
MAN D 2676 LOH, EEV / Euro 6

R6, upright
12,419 cm³
324 kW/440 hp at 1,900 rpm
2,100 Nm, at 1,100 – 1,400 rpm

MAN D 2676 LOH, EEV / Euro 6

R6, upright
12,419 cm³
353 kW/480 hp at 1,900 rpm
2,300 Nm, at 1,100 – 1,400 rpm

TRANSMISSION
– 6-speed manual transmission (standard)
– MAN „TipMatic®“, automated 12-speed manual transmission with „Easy-Start“ (standard with 353 kW)

RUNNING GEAR
Braking system
Disc-brake system with EBS
Front axle
Multi-link independent wheel suspension VOS-08-B-01

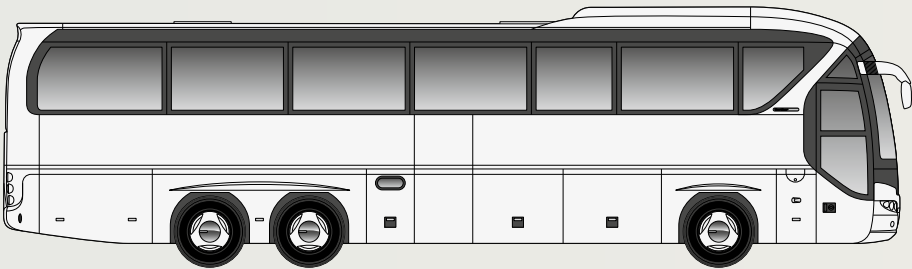
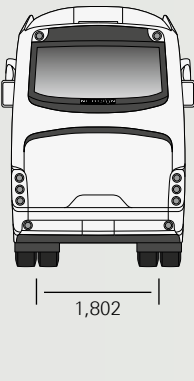
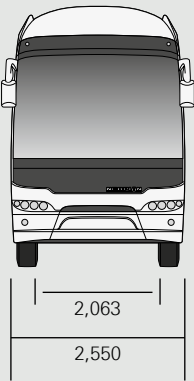
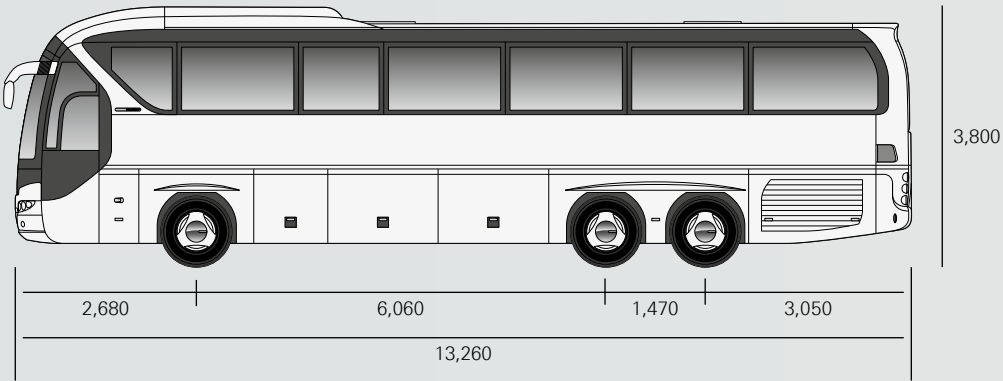
Rear axle
Rigid axle MAN HY-1336-B 01 with longitudinal links and wishbones

Trailing axle
Rigid axle NOL-06-B-01 with longitudinal links and wishbones

GENERAL
Max. permissible weight
24,900 kg
Luggage compartment volume
10,7 m³

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

Length 13,260 mm
Width 2,550 mm
Height inc. A/C unit 3,800 mm
Turning circle 20,700 mm
Wheelbase 6,060 / 1,470 mm
Front overhang 2,680 mm
Rear overhang 3,050 mm
Standing height centre aisle 2,153 mm



Technical data

Tourliner L

ENGINE VARIANTS
MAN D 2676 LOH, EEV / Euro 6

R6, upright
12,419 cm³
324 kW/440 hp at 1,900 rpm
2,100 Nm, at 1,100 – 1,400 rpm

MAN D 2676 LOH, EEV / Euro 6

R6, upright
12,419 cm³
353 kW/480 hp at 1,900 rpm
2,300 Nm, at 1,100 – 1,400 rpm

TRANSMISSION
– 6-speed manual transmission (standard)
– MAN „TipMatic®“, automated 12-speed manual transmission with „Easy-Start“ (standard with 353 kW)

RUNNING GEAR
Braking system
Disc-brake system with EBS
Front axle
Multi-link independent wheel suspension VOS-08-B-01

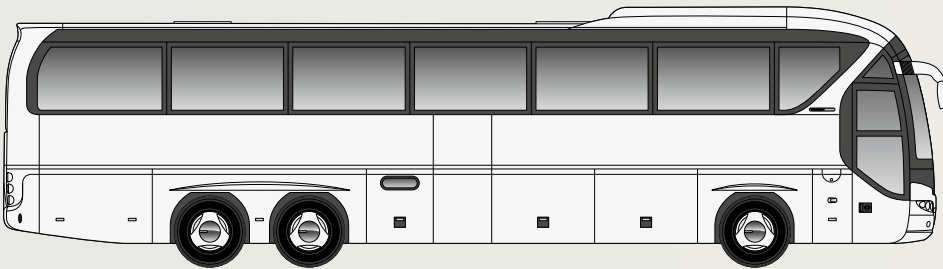
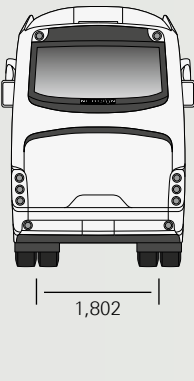
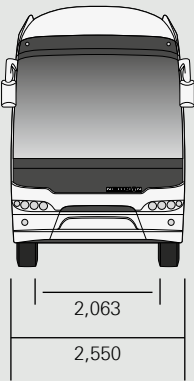
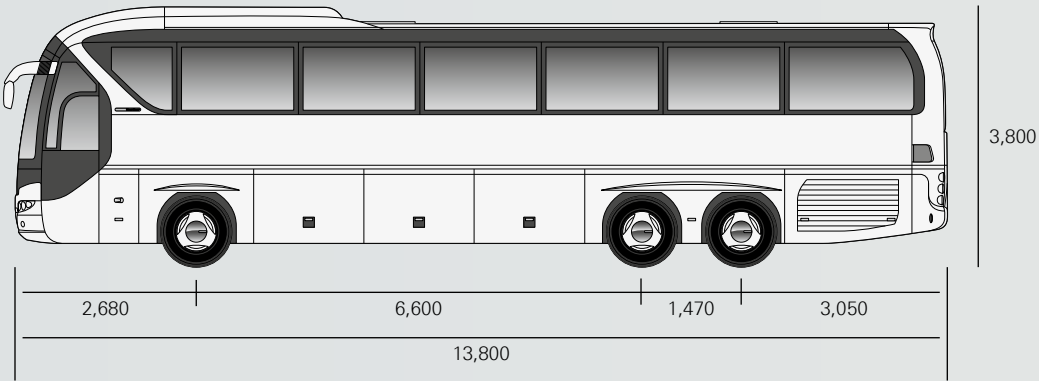
Rear axle
Rigid axle MAN HY-1336-B 01 with longitudinal links and wishbones

Trailing axle
Rigid axle NOL-06-B-01 with longitudinal links and wishbones

GENERAL
Max. permissible weight
24,900 kg
Luggage compartment volume
11,5 m³

PASSENGER COMPARTMENT
No. of doors
2
Seating spaces
up to 59 + 1 + 1

Length 13,800 mm
Width 2,550 mm
Height inc. A/C unit 3,800 mm
Turning circle 22,100 mm
Wheelbase 6,600 / 1,470 mm
Front overhang 2,680 mm
Rear overhang 3,050 mm
Standing height centre aisle 2,153 mm



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Subject to technical amendments. Inaccuracies possible. The images may include items of special equipment that are not installed as standard.

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