

THE NEW
skyliner

BUILT OF HIGHLIGHTS

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NEOPLAN
VIP CLASS

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VIP CLASS



IF YOU INVENTED THE

double-decker

TOURIST COACH, WHY NOT INVENT IT AGAIN

In 1967 NEOPLAN created the double-decker touring class, so it can look back on an unparalleled success story: to date more than 4000 Skyliners have taken to the road worldwide. Reason enough to invent this classic all over again - to build it of highlights throughout. The new Skyliner opens up a unique dimension in luxury VIP travel on two levels, setting whole new standards in comfort, dynamism and innovation.



EXPERIENCE DOUBLED –
two worlds
IN ONE COACH

Actually a Skyliner is two coaches. Because the up and down split in concept enables an entirely new travel experience on two levels. So you can change between the gregarious atmosphere of a bistro downstairs and the relaxation of a vista platform upstairs. Attract new clientele through an innovative travel concept that starts by making time on the road already an unforgettable and individual experience.





CHILL OUT ON THE MOBILE VISTA TERRACE AND ENJOY THE VIEW

START THE JOURNEY BY RELAXING AND ENJOYING



TAKE A BREAK WITH FRIENDS IN THE TRAVELLING BISTRO

THIS IS THE WAY TO TRAVEL





ARRIVE AT THE GAME IN THE BEST OF MOODS

ENJOY THE HIGHLIGHTS OF THE BIG CITIES IN PARTY MOOD



PLAN AT YOUR EASE AND TRAVEL IN COMFORT

ENJOY THE COMPANY OF THOSE AROUND YOU



NEWLY DEVELOPED CLIMATE CONTROL MAKES FOR PLEASANT TEMPERATURES THROUGHOUT:

Now the usual air-conditioning in the rear only services the upper deck, while the lower deck has two evaporators of its own. Thanks to the dual-zone system the temperatures on upper and lower decks can be separately regulated even better than before.

THE PERFECT VIEW NOW HAS ITS VERY OWN CLIMATE ZONE
EVEN IF YOU SIT DOWNSTAIRS IT FEELS LIKE UPSTAIRS



comfort doubled

FOR TWICE THE TRAVEL ENJOYMENT

The skylight concept on the top deck of the Skyliner creates perfect vision and brightness. The skylight in the roof dome turns the front row into a mobile panoramic terrace. The optimal standing height and spacious racks make the top deck an exclusive travel zone. On the bottom deck light floods into the bus through extra quarter windows behind the doors. The driver's workplace is closed off by a transparent wall, creating more light in the interior and brightening the access to the upper deck.



THE NEW SKYLINER IS THE

absolute highlight

OF ANY FLEET

Dynamic, perfect in its lines, simply breathtaking – the new Skyliner attracts attention wherever it goes. Especially striking are the forward thrusting window pillars and the split windscreen. New style elements such as the visor look of the front body, dynamically angled wheel arches and chromed clear-glass headlights secure the Skyliner a place in the NEOPLAN VIP CLASS. With its accomplished mix of curves and edges such as the diamond cut of the windows along the edge of the roof and its smooth consistent lines, the Skyliner is truly perfection of the prize-winning Sharp Cut Design.



UNMISTAKEABLE ASPECT:

On the new Skyliner the two decks are separated optically and formally on the front screen by a clad and lacquered band, flowing together again on the front body.

THE NEW WINDOW LINE OF THE SKYLINER STRETCHES THE BODY:

Despite 13.99 meters length and 4 meters height, the curve of the top front screen, the rounded tail and the upward inclined skylights give the Skyliner a dynamic and at the same time elegant appearance.



NOT ONLY ATTRACTIVE BUT VERY ECONOMICAL TOO:

A large front radius, windscreen curved through three dimensions, seamlessly smooth bodywork, doors and hatches set flush and the rear with its lateral taperings and defined separation edge all combine to produce excellent aerodynamic performance.

HOW ELEGANCE BECOMES A

business factor



Unbelievable but true: in wind tunnel tests the Skyliner produces drag coefficient equivalent to that of a modern medium-class van. The sophisticated concept of the aerodynamics cuts fuel consumption quite dramatically, making the Skyliner an extremely economical vehicle. Plus, carbon emissions are reduced as well as wind noise for the occupants. The superior design is consequently not only pleasing to the eye. It is also appreciated by your wallet, by the environment and travellers.



SAFETY DOUBLED –

so much **safety**

IN A SINGLE COACH

For the first time, active electronically controlled CDS (comfort drive suspension) comes to standard in a double-decker. It increases both driving comfort and driving safety. Electronically controlled dampers react with lightning speed to adjust the hardness and intensity of damping to changing load and driving situations in a matter of milliseconds. The vehicle remains strictly on course through curves and fully loaded.



NUMEROUS SAFETY SYSTEMS:

The list of standard and optional features ranges from anti-lock braking, braking assistant through electronically controlled braking system and maximum speed control to automatic cruise control and lane guard assistant.



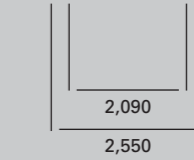
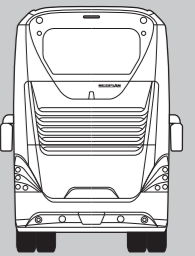
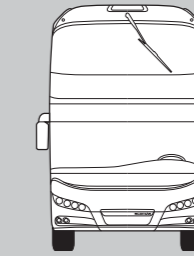
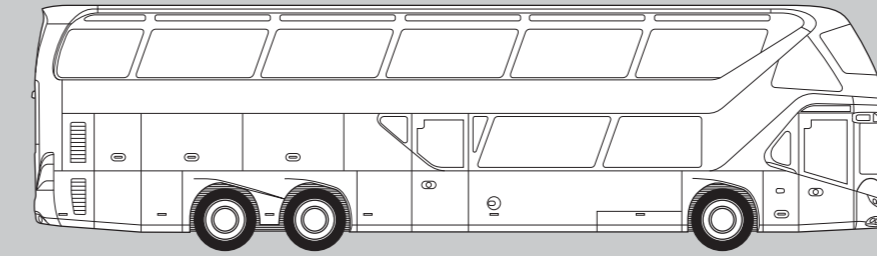
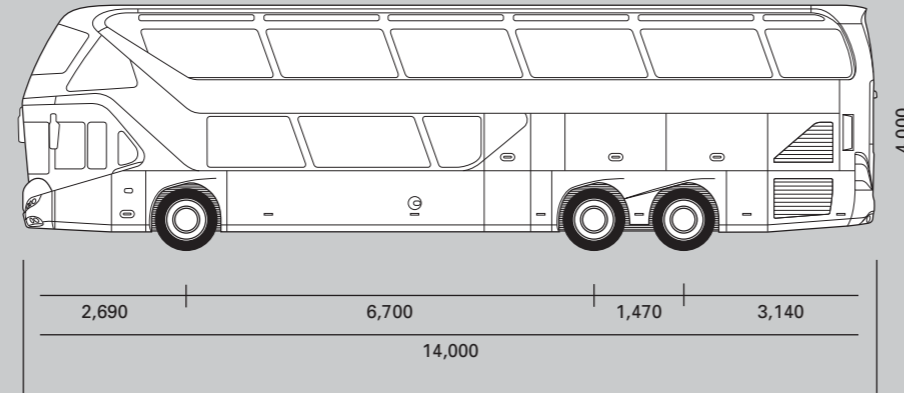
EVEN MORE STOWAGE SPACE:

In this luggage compartment there is simply space for a lot more. Depending on bus configuration there is between nine and eleven cubic meters more space available for passenger luggage. The luggage compartment can be accessed from both sides and, if wished, from the onboard galley too.

TECHNICAL DATA

skyliner

Length	14,000 mm
Width	2,550 mm
Height inc. A/C unit	4,000 mm
Turning circle	23,316 mm
Wheelbase	6,700/1,470 mm
Front overhang	2,690 mm
Rear overhang	3,140 mm
Standing height centre aisle upper deck	1,680 mm
Lower deck	1,810 mm



Engine variants

Engine	MAN D 2676 LOH, EEV
Cylinders	R6, upright
Displacement	12,419 cm ³
Max. output	371 kW/505 bhp at 1,900 rpm
Max. torque	2,300 Nm at 1,100–1,400 rpm

Transmission	MAN TipMatic®, automated 12-speed manual transmission with “Easy-start”
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Running gear

Braking system	EBS with inner ventilated brake discs, ESP and MSC
Axle load, front axle	7,500 kg
Axle load, rear axle and trailing axle	11,500 kg 6,880 kg

Running gear

Front axle suspension	Multi-link axle with independent wheel suspension and stabilizer
Rear axle suspension	MAN hypoid axle with four location arms
Trailing axle suspension	Independent wheel suspension
Front axle tyres	315/70 R 22,5”
Rear axle tyres	315/70 R 22,5”
Trailing axle tyres	315/70 R 22,5”
Trailing axle	EHLA (electronic hydraulic steering axle)

Passenger compartment

No. of doors	2
Seating spaces	68 +1+1 ***** 76 +1+1 **** 83 +1+1 ***

General

Tank capacity	720 l, 630 l optional
Electrical system	TEPS
Max. permissible weight	25,800 kg
Luggage compartment volume	up to 11 m ³ (depending on axle/door location)