



LOOK AFTER YOUR FLEET. THE CENTROLINER.

NEOPLAN
VIP CLASS

→ Don't miss the bus.
Take a ticket to the Centroliner class.



FIRST-CLASS TECHNOLOGY AND DESIGN.

NEOPLAN has been at the leading edge of progress for more than 60 years. With designs that establish trends in technology and design, comfort and safety, economy and ecology. It is no coincidence that we are today one of the most innovative companies in the sector, unmistakable in style and profile, a leader in the scheduled-service bus area. An outstanding example of this: low-floor

technology which we invented and which has become the standard for attractive, high-quality public service vehicles. NEOPLAN's progress never stops. As is borne out impressively by our Centroliner range. It not only carries people from A to B. It does so with advanced technology and the highest economic efficiency. Typical of NEOPLAN: innovation that moves people.



THE NEOPLAN CENTROLINER FAMILY: CLEAR FOR TAKEOFF.

The Centroliner: an attractive, intelligent, economical and flexible concept for scheduled bus services – today and tomorrow. Trend-setting design and unconventional good looks make these unique buses the talk of the town. The 44 and 45 Series give you the benefit of an unrivalled range of models for every requirement and every route. Midi-bus or one-man bus, articulated unit, double-decker

or intercity bus – you are always on course with a Centroliner. It not only sets standards in comfort and safety, it is also in a class of its own for reliability and functional efficiency. Last but not least, low life-cycle costs (LCC) make it a winner for all operators in the public transport sector. Come aboard and see for yourself.



- As you like it:
- Midi-buses
 - One-man buses
 - Articulated units
 - Intercity buses
 - Double-decker buses





12 METRES PACKED WITH INNOVATION AND PERFECTION.

The Centroliner Evolution N 4516. The Centroliner family's new face makes it unmistakably a typical NEOPLAN. The elegant lines and the typical headlamps bear witness to this. It sets new standards not only in design but also in comfort. Its large side windows admit plenty of light and provide good vision. The elegant, wide-opening doors permit smooth, rapid boarding and alighting. There is seating for 36 passengers and standing room for approximately 56. The N 4516 P fitted with platforms brings this to 42 + 1 seats and standing room for approx-



→ The most important display in the cockpit is the satisfied face of the driver.



→ Easy boarding through the wide double swing-out doors – also for pushchairs and wheelchair users.

Ticket to ride: the space ←
concept, functionality and
comfort are impressive.

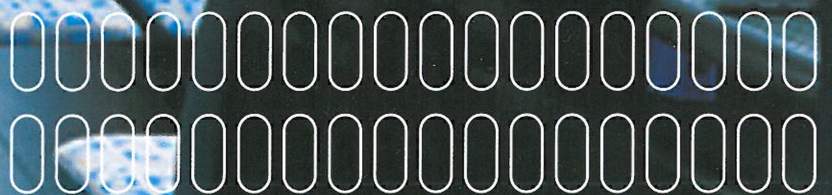




imately 52. Regardless of which version you choose, the passengers enjoy an equipment specification that combines comfort and functionality. Together with the low-floor concept and the efficient EBS braking system, the dynamic MAN engines with power outputs from 162 kW (220 hp) to 228 kW (310 hp) make for a high level of mobility and safety.

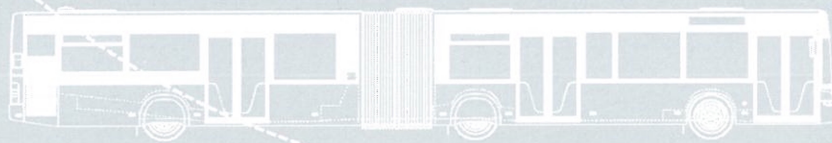
In a class of its own: The Centroliner N 4516 T with super-wide tyres, vertical common rail engine and no-step third entrance with double-width door. The super-wide tyres –

with tyre pressure monitoring – allow the aisle width to be increased from 530 to 800 mm. They also reduce the weight by approximately 90 kg per axle and cut rolling resistance by 15%, which has the added benefit of improved fuel consumption. In addition, it has been possible to reduce the axle width on each side by 20 mm compared with the twin-tyred version, so that the driver is less likely to touch the kerb with the tyres.





→ Friendly, light and easy to maintain. A pleasure to operate and to travel in.



→ Everything in its place: the cockpit is well laid out, the driver has everything in view and everything to hand.

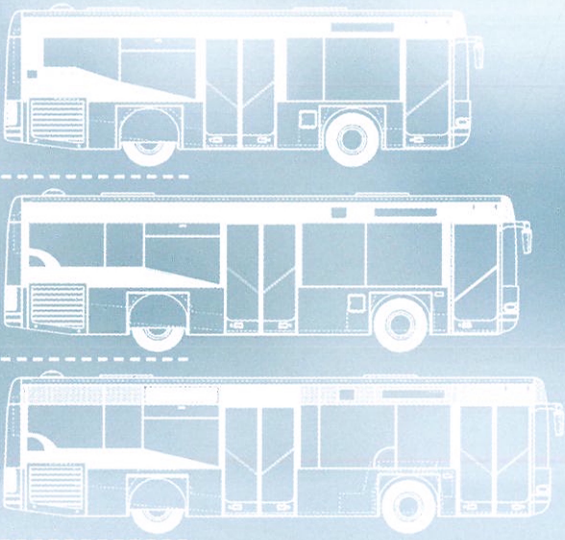


LENGTHS AHEAD.

N 4521 and N 4522 articulated units. True greatness: the 3-/4-door Type N 4521 is 18 metres long and accommodates a maximum of 155 passengers in comfort. It is overtaken only by its bigger brother, the N 4522, which is the only bus on the market to use the maximum permissible length of 18.75 metres. It can accommodate up to 14 additional passengers and carry them at almost the same cost. Because of this outstanding capacity, this 3-/5-door version is predestined for routes with a high passenger volume. The double-width doors and no-step entrances guarantee faster, more comfortable passenger flows. Recommended items available as optional extras include air conditioning, a matrix system and the mechanical folding ramp. On the other hand, the EBS electronic braking system and the kneeling function, which lowers the vehicle by approximately 80 mm at the nearside, are already standard equipment.



→ Flexible in use, versatile and economical. The midi-bus is on the way up!



JUST THE RIGHT SIZE IN THREE VERSIONS.





Midi-buses with maximum performance. Whether in the narrow, winding streets of a small town or in the city on services with a low number of passengers, Centroliner midi-buses have all the power of their larger stablemates and lack nothing in technology, quality and comfort. Their trump card in town centre areas is exceptional manoeuvrability, due to the short wheelbase. And with their outstanding economy, they impress on every route.

There is a choice of three powerful types with compact dimensions: the N 4407 with a length of 8.69 m, a width of 2.35 m and space for 38 passengers. The 9.59 m long N 4409, also 2.35 m wide, can comfortably accommodate 56 passengers. And last but not least, the 10.20 m long, 2.55 m wide 3-door N 4411 has a maximum passenger capacity of 71. As you can see, Centroliner midi-buses have the right solution for every requirement.

→ Automatic, practical, great. Clever use of space leaves more room for comfort.





→ Very inviting: for a maximum of 81 passengers.



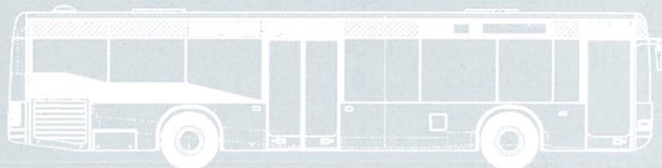


THE BUS FOR THE 7-DAY WEEK.

The N 4416 Ü intercity bus. A bus that's equally good in town and intercity traffic – wouldn't you like one on your routes? The Centroliner N 4416 Ü is perfect for the job. Certified for 100 km/h, it has independent front suspension and, in combination with size 295 tyres, is designed for true driving comfort. But it also offers the low-floor features of a city bus and is available in a natural gas (CNG) version. A true double-earner, it will soon pay for itself, since it is also suitable for combined travel tasks. And, last but not least, it qualifies for full local community transport financing grants for initial or replacement purchases – an advantage that pays for itself in hard cash.

The driver will be delighted with the ergonomic work area. And up to 81 passengers will be impressed by the interior decor and the comfortable seats, all of which are fitted with seatbelts. A clever feature is the removable platform opposite (or in front of) door II, which gives you the choice between maximum seating and space for pushchairs or wheelchair users. A folding ramp permits boarding and alighting without any problems. The Centroliner N 4416 Ü can work for you seven days a week. Why not add it to your staff immediately?

→ Weekdays at the bus stop, weekends on tour: this bus keeps busy all the time.



→ Capacity on the road:
space for up to 135 passen-
gers.



DOUBLE FASCINATION.

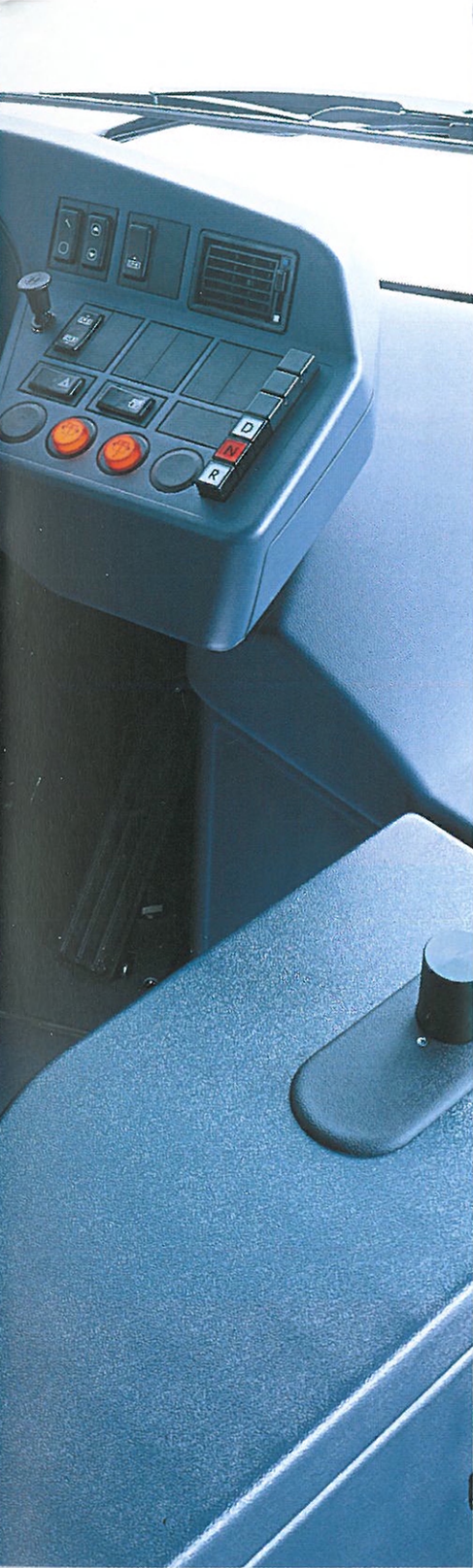
The Centroliner double-decker. The unique NEOPLAN scheduled-service double-deckers give you the finest perspectives in two ways: their large windows mean excellent lighting conditions and views for the passengers; there is a fascinating outlook particularly from the top deck. But, above all, the double-decker concept requires less road space – an important advantage in large cities. And because the best should not be confined to the city, two intercity versions are available too – these can be fitted with kitchen, WC and luggage compartment. A notable travel experience in town and country.

The double-decker buses, available in lengths of 12 m and 13.85 m, features the finest aspects of Centroliner design both inside and out. The optimised chassis with electronically controlled hydraulic trailing axle has comfortable suspension and good manoeuvrability. And for everyone's safety there are dual-circuit air brakes with optional ABS, also available with the EBS electronic braking system and integral ASR traction control.









EVERYTHING A DRIVER COULD NEED.

You want a safe workplace? We have it for you. Designed with ergonomic needs in view, the VDV cockpit of the 44 and 45 Series affords a high level of comfort and safety. Everything is perfect, from the form-fitting seat to the clear layout and easy operation of the controls. The entire instrument panel can be adjusted in height and tilt to suit the driver's seated position. The instrument-panel design principle is to provide only as much information as is required with as little distraction as possible. The central priority information display keeps the driver up to date on everything of importance, with a clear overview and everything under control. The professional will know that this is certainly something to be appreciated.

→ In this ergonomically designed cockpit, the driver only needs a quick glance. A pity: it deserves a long look.

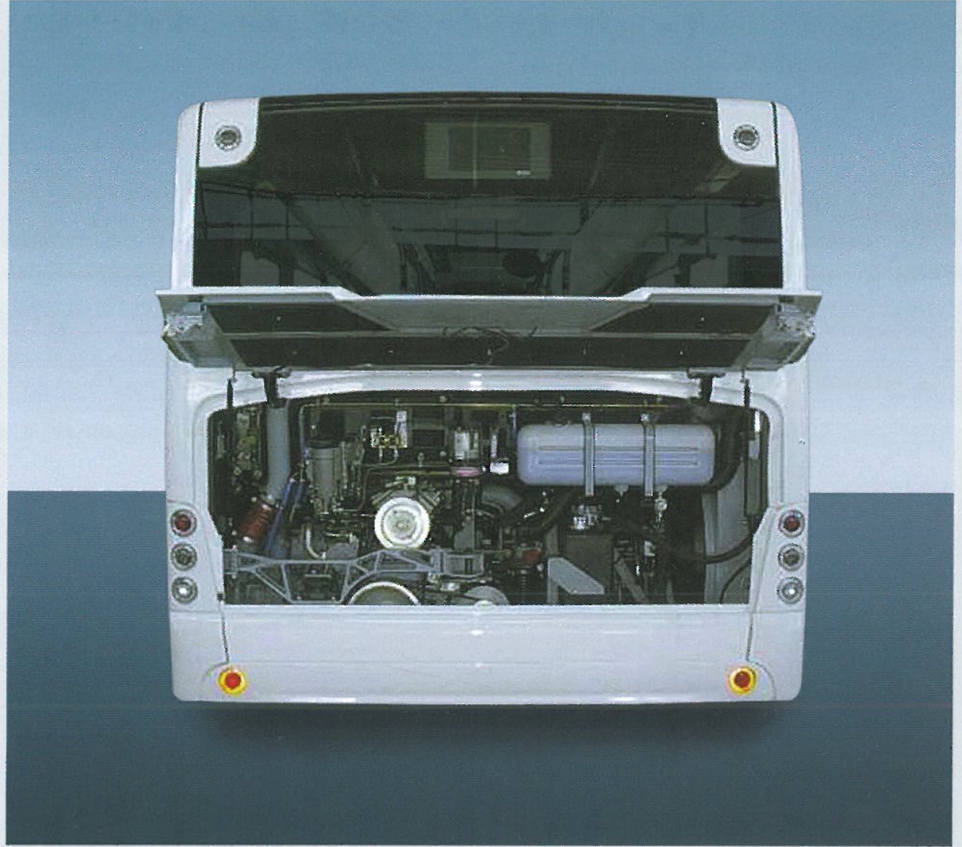
SYSTEMATIC FLEXIBILITY AND SAFETY.

Magnificently modular. The outstanding design feature of the Centroliner just has to be its modular construction. It has the advantage of almost unlimited flexibility in vehicle length, door arrangement and seating. Time-saving, problem-free modular design enables the Centroliner to be tailored to any requirement, and the production of stan-

dardised modules not only means a consistently high standard of quality but also minimises downtime and service times and cuts life-cycle costs. The 6-part nose section and the quick-change system components are designed for a high level of repair-friendliness.



→ Fast replaceable system components offer a high repairability.



THE DRIVE FOR BEST PERFORMANCE.

Progressive power. Low fuel consumption, short service times, high flexibility – all expectations to be fulfilled by a modern bus. For this reason, the Centroliner family is available with a wide range of powerful, economical and environmentally acceptable Euro-3 and (from mid-2006 onwards) Euro-4 engines. Performance is perfectly matched to vehicle length and, in conjunction with the

appropriate transmission, the optimum driveline is available for every application – with either MAN or Daimler-Chrysler engines for the MIDI-buses and N 4416Ü. Installed vertically, they enable the passenger area at all doors to be completely without steps or platforms – we call this tower installation.



TEPS – electronic innovation. The digital CANBus wiring system TEPS enables large information flows to be processed rapidly, for extremely short response times at the control and regulating devices. The Twin Electric Platform System (TEPS) monitors all networked vehicle systems and is used for rapid and accurate on and off board diagnostics. It enables operating faults to be detected in good time and damage to be avoided. Furthermore, fewer cables and connectors are required. For reliability and safety, this is more than just a minor step forward: it is TEPS – perhaps the most modern electronic architecture for buses.



TECHNICAL SPECIFICATION

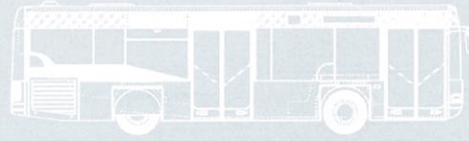
N 4409

Length	9,590 mm
Width	2,350 mm
Height	2,850 mm
Turning circle	16,800 mm
Entrance height	320 mm
Max. gross weight	16,500 kg
Tank capacity	170 l
Number of seats, standard	20 + 4 incl. removable platform
Standing room, standard	app. 32



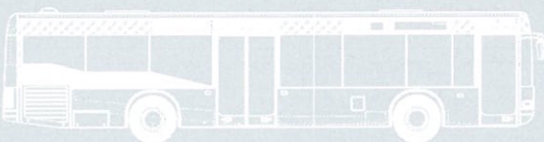
N 4411

Length	10,200 mm
Width	2,500 mm
Height	2,850 mm
Turning circle	18,500 mm
Entrance height	320 mm
Max. gross weight	18,000 kg
Tank capacity	270 l
Number of seats, standard	24 + 2 incl. removable platform
Standing room, standard	app. 45



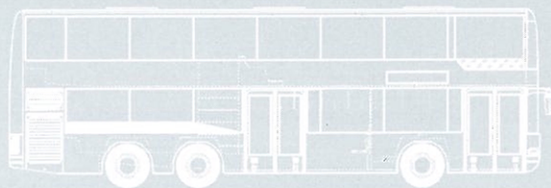
N 4416 Ü

Length	12,000 mm
Width	2,550 mm
Height	2,890 mm
Turning circle	21,800 mm
Entrance height	350 mm
Max. gross weight	18,000 kg
Tank capacity	350 l
Number of seats, standard	48 + 2 incl. removable platform



N 4426/3

Length	12,000 mm
Width	2,550 mm
Height	4,000 mm
Turning circle	20,000 mm
Entrance height	320 mm
Max. gross weight	25,880 kg
Tank capacity	380 l
Number of seats, standard	90 + 2 incl. removable platform
Standing room, standard	app. 25



N 4426/3 Ü

Length	12,000 mm
Width	2,550 mm
Height	4,000 mm
Turning circle	app. 20,000 mm
Entrance height	350 mm
Max. gross weight	26,000 kg
Tank capacity	380 l
Number of seats, standard	86 incl. removable platform
Standing room, standard	app. 25



N 4426/3 L

Length	13,850 mm
Width	2,550 mm
Height	4,000 mm
Turning circle	23,800 mm
Entrance height	320 mm
Max. gross weight	25,880 kg
Tank capacity	380 l
Number of seats, standard	95 + 2 incl. removable platform
Standing room, standard	app. 40



N 4426/3 ÜL

Length	13,850 mm
Width	2,550 mm
Height	4,000 mm
Turning circle	23,800 mm
Entrance height	350 mm
Max. gross weight	26,000 kg
Tank capacity	380 l
Number of seats, standard	99 incl. removable platform
Standing room, standard	app. 30



N 4516

Length	11,950 mm
Width	2,500 mm
Height	2,879 mm
Turning circle	22,150 mm
Entrance height	320 mm / 340 mm
Max. gross weight	18,000 kg
Tank capacity	280 l
Number of seats, standard	34 + 1
Standing room, standard	app. 56



TECHNICAL SPECIFICATION

N 4516 P

Length	11,950 mm
Width	2,500 mm
Height	2,879 mm
Turning circle	22,150 mm
Entrance height	320 mm / 340 mm
Max. gross weight	18,000 kg
Tank capacity	280 l
Number of seats, standard	44 + 1
Standing room, standard	42



N 4516 T (Tower)

Length	11,950 mm
Width	2,500 mm
Height	2,879 mm
Turning circle	22,150 mm
Entrance height	320 mm
Max. gross weight	18,000 kg
Tank capacity	280 l
Number of seats, standard	20 + 1
Standing room, standard	app. 56



N 4521

18.00 m, 3-door

Length	17,950 mm
Breite	2,500 mm
Height	2,880 mm
Turning circle	app. 23,400 mm
Entrance height	320 mm/340 mm/340 mm
Max. gross weight	28,000 kg
Tank capacity	350 l
Number of seats, standard	52 + 1
Standing room, standard	app. 106



N 4522

18.75 m, 5-door

Length	18,720 mm
Breite	2,500 mm
Height	2,880 mm
Turning circle	24,428 mm
Entrance height	320 mm/340 mm/340 mm
Max. gross weight	28,000 kg
Tank capacity	350 l
Number of seats, standard	56 + 1
Standing room, standard	app. 106



→ **NEOPLAN Bus GmbH**

→ Vaihinger Straße 118–122

→ **70567** Stuttgart, Germany

→ Tel.: +49/711/7835-0

→ Fax: +49/711/7801696

→ info@neoplan.de

→ www.neoplan.de

A company of the MAN group

NEOPLAN
VIP CLASS