

CONSISTENTLY EFFICIENT 



Bus Chassis CLA

Comfortable, reliable, functional

Engineering the Future – since 1758.

MAN Truck & Bus



Excellence in Efficiency



With an ever growing demand for efficient high-capacity passenger transport in the emerging markets, MAN is proud to offer the solution for efficient passenger transportation. With the introduction of the new MAN CLA bus chassis, MAN fulfils the challenges that bus operators are faced with. It has been specially developed and designed for emerging markets, keeping in mind the efficiency, safety and driving comfort.

As a partner to transport services and operators of local public transport, MAN presents solutions that satisfy the major requirements today and tomorrow. The MAN CLA bus chassis has been developed with the highest quality standards, which rely on approved and reliable MAN Trucknology. The production takes place at MAN Trucks India pvt. Ltd., under the same high MAN standards. The products have been extensively tried and tested under all possible operations demanded of the target markets. All main components are identical with the already successfully sold CLA truck range and are incorporated into the MAN CLA bus chassis.

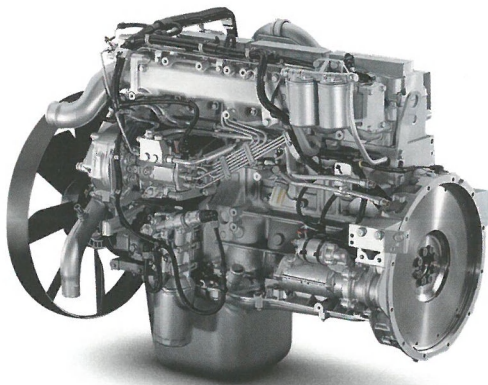
MAN uses different manufacturing concepts. In the case of the complete knocked-down production concept, the CLA bus chassis is commissioned as assembly kits and transported as a "chassis in the box" (CIB) to the various assembly plants. As an option, the bus chassis can be supplied also in drivable condition, as completely built unit (CBU).

The level of comfort, the handling characteristics, including easy-to-body design, and the cost effectiveness of the CLA bus chassis are its main benefits. Also with the low consumption, clean burning D08 engine and low life-cycle costs, the CLA bus chassis sets new standards for dependability, economy and efficiency. With the MAN D0836. 162 kW (220 hp) diesel engine, manual transmission, full air suspension and class-leading safety features, the chassis is a leader in its field. Therefore you can be sure that your CLA bus chassis lives up to the name on the radiator grille: first class product by MAN.



Unbounded use

Whatever you do, you can count on the CLA chassis. When it comes to your constructive imagination, the sky really is the limit. Realise your ideas with ease. Whether you use the chassis as a powerful basis for city and scheduled-service intercity buses or for coaches, you will be impressed by the comprehensive body compatibility and top MAN quality. With its high-torque engine and robust MAN components, your bus/coach provides the smoothest of rides, wherever your journey may take you.

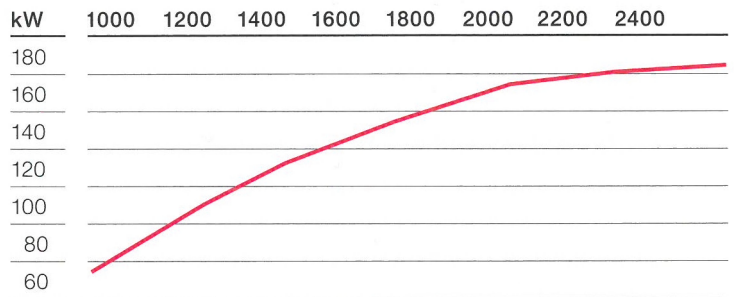


Technical details

Bore x stroke (mm) : 108x125
 Displacement (lit) : 6,871
 Rated output (kW)* : 162
 Rated output (hp) : 220
 At speed (rpm) : 2,400
 Max. torque (Nm) : 800
 At speed (rpm) : 1,200 - 1,800

*According to ISO 1585 89/491 EEC

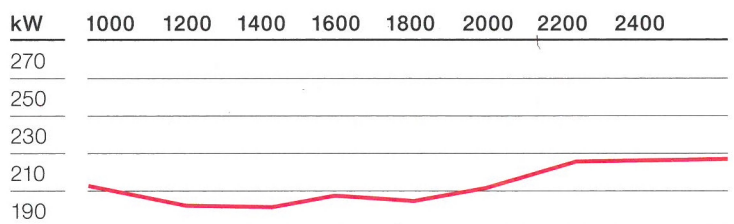
Power output (kW)



Torque (Nm)



Fuel consumption (gm/kW-hr)



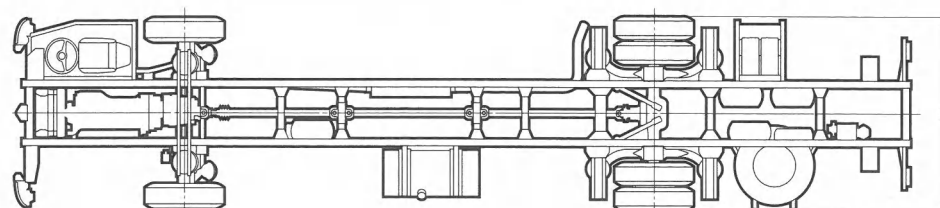
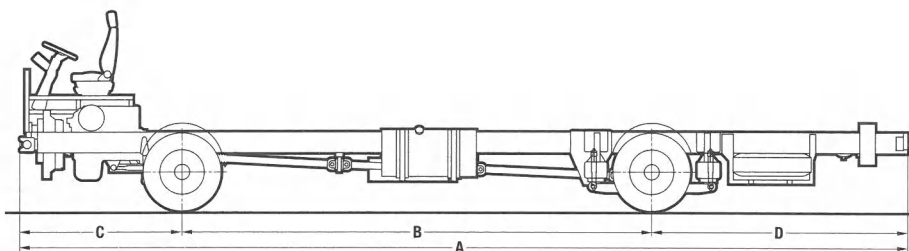
Front-engine chassis



18.220 CLA FOC (MF2 CBU/MF3 CIB)

Technical data

Dimensions		
Overall length (A)		11 – 12 m
Wheelbase (B)		6200 mm
Front overhang (C)		2215 mm
Rear overhang (D)		3384 mm
Overall width (E)		2450 mm
Weights (kg)		
Pending on tyres		18,000 kg
Engine		
	MAN D0836	
	E3	162 kW/220 hp
Steering position		
	Powersteering ZF 8046	130 bar
	Left- or right-hand drive	
Gearbox		
	ZF FORCE 6S - 850	
	with Voith retrader	
	without Voith retarder	
Axles		
	Front axle	MAN FM 08 dropped type / air suspension
	Rear axle	Hypoid type meritor axle / air suspension
Tyres		
	Front	295/80 R22.5
	Rear	295/80 R22.5
Fuel tank		
	Diesel	Round 335 litre
Electrical system		
	Battery	2 x 150 Ah, 24 V
	Alternator	2 x 80 AMP with AC 1 x 80 AMP without AC



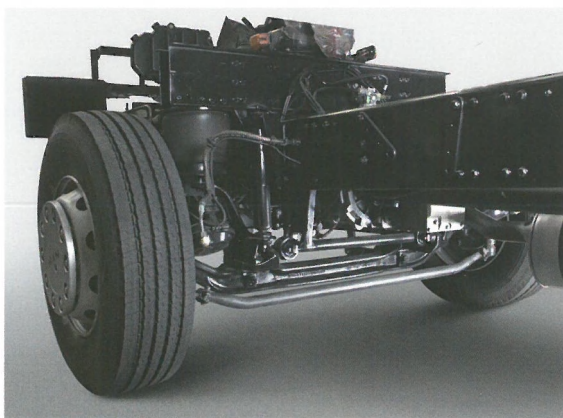
Comfort with certainty

The CLA chassis has been designed to incorporate the full range of comfort and safety features, and you will be impressed by the comprehensive functionality of the ergonomic driver's workplace. Fittings have been clearly arranged, instruments and displays can be read with ease, and switches and function groups have been allocated into logical clusters. Nothing has been forgotten, down to the very last detail, beginning with the cockpit, which you can flexibly adapt to allow you to integrate your own specific requirements, whether configured as a left- or right-hand drive version.

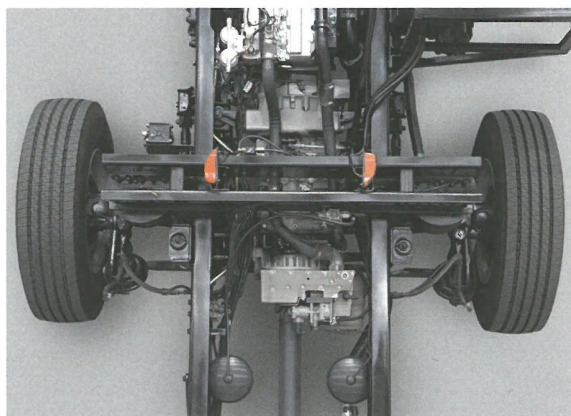
The driver's main priority is comfort. Your main priority and that of your customer is quality. We have therefore produced the CLA chassis from highly robust and stable components to ensure maximum reliability and safety, even under extreme operating conditions. In addition, as is typical for MAN, the chassis is easy to service. Low maintenance costs are also an important argument for anyone looking to purchase your buses/coaches.



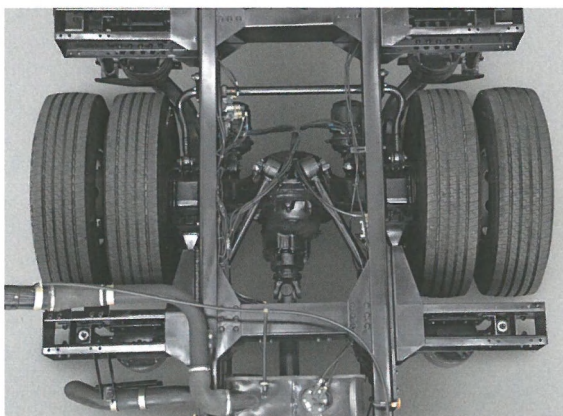
Driver's platform



MAN front axle (FM 08 dropped type) with air suspension



MAN engine with gearbox and Voith retarder optional



MAN hypoid rear axle (type meritor) with air suspension

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Texts and illustrations are non-binding. We reserve the right to make modifications for reasons of technical progress. All specifications in this publication represent the status at the time of going to press.

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