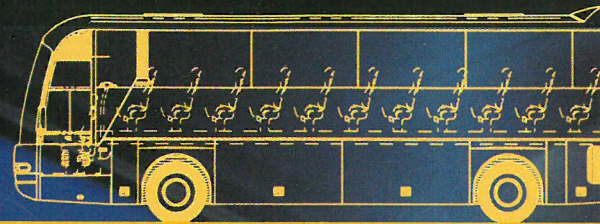


NEOPLAN EUROLINER SHD+K

Bus technology without limits.



EUROLINER.

THE NEW EUROPE-FORMAT BUS FAMILY.





THE EUROLINER SHD.

MADE FOR EUROPE. MADE BY NEOPLAN.

Europe is converging. Boundaries are disappearing, routes are getting shorter and people are getting closer to each other. Neoplan is closely involved with this process, as demonstrated by one of our most convincing contributions, the Euroliner SHD. Conceived as part of a complete Europe format bus family, as the successor to the well-known Transliner, whose quality, reliability and cost effectiveness have been convincingly demonstrated within Europe and in other countries.

These are characteristics which are naturally maintained by the Euroliner SHD. What else is new? Neoplan, in its development and production process, has succeeded in using higher quality materials and applying the most recent experience in a new form of production technology (composite fibre). And, last but not least, it has done some work of its own on the design. Based on the new Neoplan line, the Euroliner with its six-headlamp image, gives these buses their characteristic, futuristic appearance.



The three headlamp "eyes" lend the Euroliner its unmistakable identity.

*Destination Europe: the
super high-decker Euroliner
N 316 SHD, 12 m long.*



The wide range of operations that is currently demanded of modern buses has been carefully fulfilled by Neoplan, and the success of its engineering in producing several different Euroliner variants using standardized interior components and just one standardized windscreen. Variants range from the Euroliner SHD, the super high-decker in European format through the Euroliner K, the bus for combined transport with enlarged luggage space to the Euroliner Ü, the cross-country bus that is also suitable for weekend tours. The Euroliner family offers all those things that have always distinguished a genuine Neoplan – the most up-to-date technology, the best travelling comfort, perfect workmanship and an unmistakable design.

*Design and safety thanks to the
C-column – consistent styling
element in the Euroliner family.*



THE EUROLINER SHD.

REVOLUTIONARY TECHNOLOGY, LASTING QUALITY.

Certainly one of the most important characteristics of every Euroliner is its high durability of value combined with an absolutely convincing cost effectiveness. This is also the case with the Euroliner SHD: including a standardized platform with integral front-end and rear and corresponding modules, it has been possible to reduce production times and to make quality visibly better. And the use of four pressed wheel housings not only improves quality, it is also more economical. The greatest attention has been paid to the new stainless steel floor assembly, which Neoplan has introduced with the Euroliner. And, where innovation is made a focal point, we also find the new cockpit, from which commands are sent to the new NeoCan

on-board electronics system. NeoCan not only avoids the confusing array of cable harnesses of older vehicles but also saves weight, and is also capable of monitoring itself and rectifying errors independently.

Well thought-out design or cosmetically acceptable functionality? Whichever criterion you choose, the interior of the Euroliner SHD is inspiring in terms of its technical finesse in visual arrangement which is up to the minute. It provides magnificently

generous headroom, with modern styling stowage featuring an integral restraining bar, and this is how the Euroliner receives its passengers. The TV-monitor has been attractively integrated into the standard ceiling components. As in the case of the Starliner, the nozzle ventilation has been replaced by an electronically controlled cabin ventilation system, and air conditioning is optionally available. With regard to the environmental, passengers are kept warm on cold winter days thanks to the new, easy to maintain high-performance heating convectors which provide 20% more output for the same volume.



Generously sized and spacious: The interior with modern styled luggage shelves and integrated grab handles.

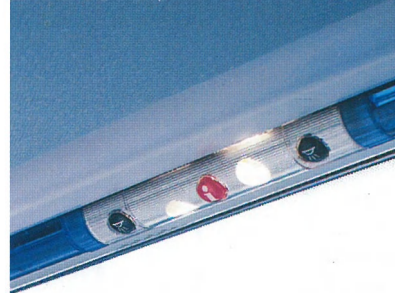


Well-conceived design: The interior of the Euroliner is attractive thanks to technical sophistication and latest design.

Fine views: The TV monitor is attractively integrated into the standardised ceiling components.



All in the right place: reading lamp and service call in the Euroliner.



Enjoy your meal – fine dishes from the practical galley.



Clean. The Euroliner's toilet meets the most sophisticated hygiene and functionality requirements.



NEW FAMILY MEMBER.

EUROLINER N 313 SHD.

We have now achieved our goal of building a complete range of buses, available in five different lengths and three different heights, offering our customers the best value for money. The new 10.6 m Euroliner is the latest addition to our product family. The compact tall-headroom single-decker is perfect for smaller groups of travelers with up to 37 persons.



*The exclusive
interior design . . .*



The 10.6 m
Euroliner N 313 SHD.



... by request available
with comfortable lounge (only
for version with tailgate).



The compact tall-head-
room single-decker
complements our product
family.

THE EUROLINER K.

A NEW COMBINATION OF EFFICIENCY AND COMFORT.





THE EUROLINER K.

THE COMBINED BUS FOR ALL PURPOSES.

A bus for overland and works transport that can also be put to excellent use for trips lasting two to three days. The Euroliner K is equipped for the special needs of flexible passenger transport. Tailored to the needs of today and conceived for the EU Single Market of tomorrow, the Euroliner K is the perfect combination for every use.

Ideal for combined transport: 1,110 mm floor height has made it possible to incorporate a substantial luggage compartment, while concealed wheel cases ensure a smooth passenger cabin without disturbing edges. The Euroliner K is available in the 4 well-known lengths (9.95 m, 10.63 m, 12 m, 13.7 m).

A practically-oriented combined bus with the comfort of a coach for weekend trips: the Euroliner K offers the best Neoplan quality at a reasonable price.



Combination bus offering the comfort of a coach: the interior of the Euroliner K.



Ready to set off on trips for several days: with extra-plenty of space in the luggage compartment.

EUROPEAN CHAMPIONS THANKS TO TECHNOLOGY.

The running gear of the Euroliner, with the exception of the front axle, corresponds to that of the Starliner. The optionally available "ASTronic" ZF transmission system combines the convenience of automatic transmission with the reliability of manual transmission. A mechanical clutch, a manual transmission system and an electronically controlled Mercedes or MAN engine provide the prerequisites for fully automatic, computer-controlled gear and clutch operation.

CAN – Controller Area Network – three letters that indicate a revolution in vehicle electrics. Enhanced by Neoplan for use in buses, the CAN BUS system operates via electronic pulse transfer. The difference by comparison with conventional centralised electrics is that the space consuming main cable harness is eliminated, and troubleshooting, maintenance and repair of the system are greatly simplified thanks to centralised diagnostics of all inputs and outputs. System fusing is automatic.

Excellent climate in the Euroliner thanks to the electronically controlled cabin climate ventilation system.

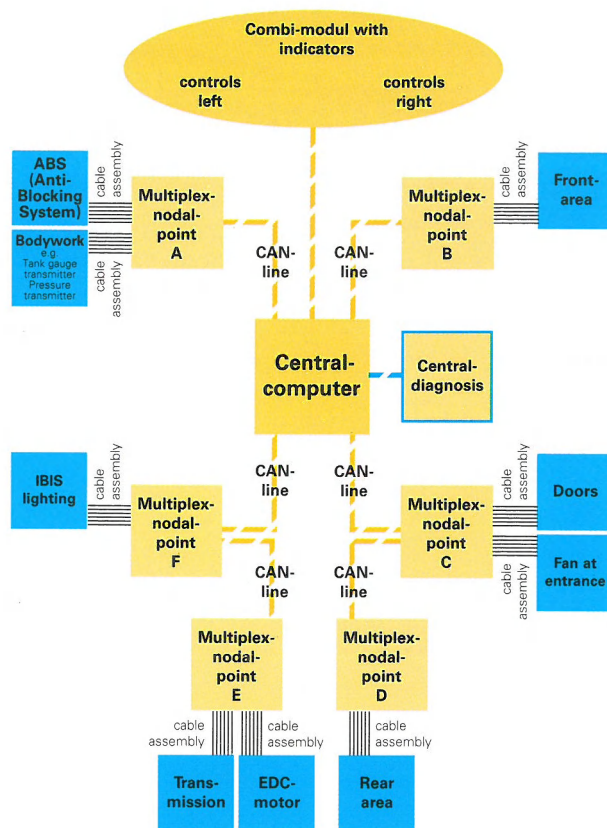


The refrigerator is integrated in the dashboard.





Just the amount of information that is necessary, and the minimum of distraction: the dashboard of the Euroliner.



All of the threads of the NeoCan bus system converge in the newly developed cockpit. Developed according to ergonomic and economic criteria, it offers a maximum level of comfort and safety. The dashboard design brief was to provide only the amount of information needed and to minimise distraction. Whether the driver is employed on a tour bus or a public service vehicle, the

standardised centralised information display keeps him currently informed on a well-arranged display panel and in a choice of six different languages.

The Euroliner is setting out for Europe and the future with a new type of transmission system, a modern driver's area and a revolutionary vehicle electrics system.



VALUES THAT REMAIN.

THE STAINLESS STEEL FLOOR SYSTEM.

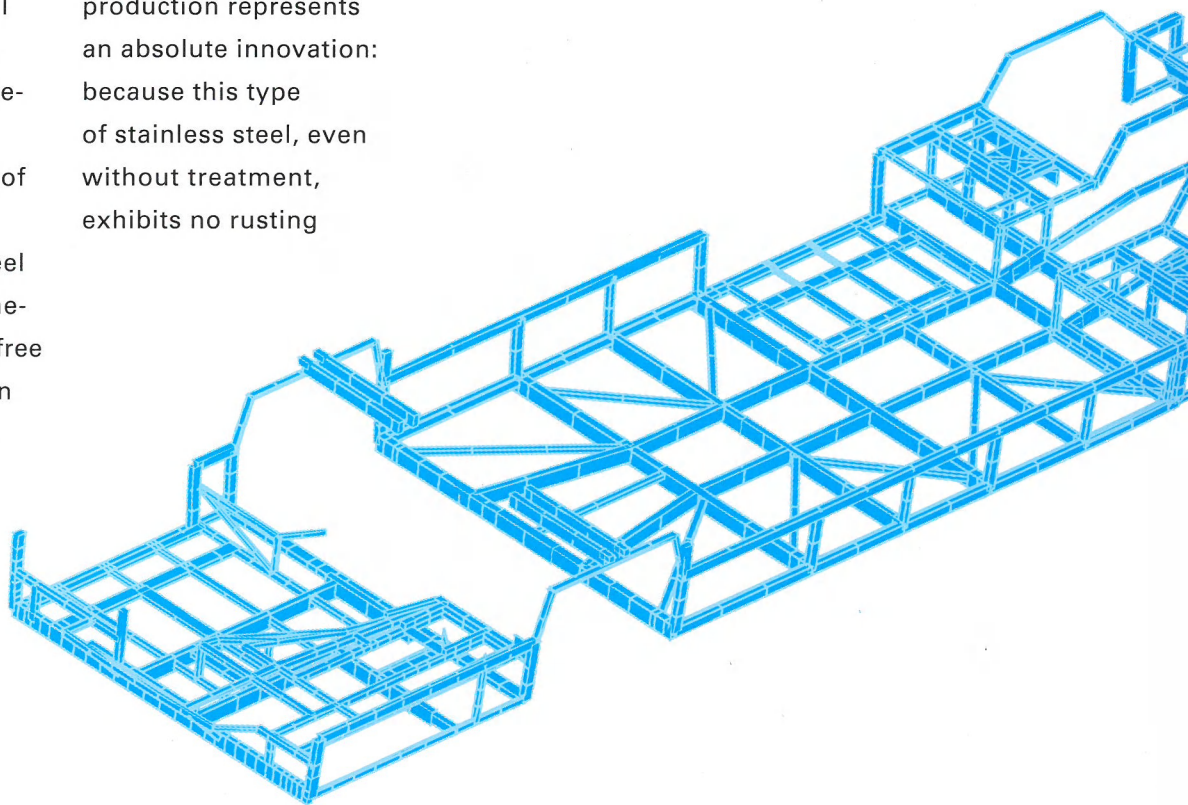
What progress means amongst other things is to learn from the past. In this way, twelve years of experience with the Transliner have been incorporated into the Euroliner family's development, with a result that does not shy away from comparison: a business class tour bus, profitable for operators and comfortable for passengers.

Externally, the body of the Euroliner is now no longer drilled. All of the major components such as the integral front, the front roof and the main roof section are bonded together with the steel rib structure. The time-saving and problem free modular construction system has enabled

Neoplan to offer the Euroliner in different lengths and in different heights, the choice is yours.

The complete grid system for the floor is, unlike the widespread special steel M 22, made of stainless steel. Since only a few manufacturers have, to date, made use of high alloyed steels, the use of stainless steel in series production represents an absolute innovation: because this type of stainless steel, even without treatment, exhibits no rusting

even after the toughest tests, neither internally nor externally. And it is the same with the technically important question of weldability of material: the Euroliner's stainless steel produced the best results in long-term tests. It virtually goes without saying that Neoplan will continue in future to use only stainless steel for the floors of all its new models (series 300, 400 and 500).



THE CHOICE IS YOURS.

THE EUROLINER FAMILY AT A GLANCE.

Euroliner SHD

High, long or luxurious? Overland public service line, works transport or weekend trip? Whatever you expect of a bus, Neoplan has the right Euroliner model to offer. From the cross-country bus through the combination bus to the super high-decker, the Euroliner family offers bus technology and design with a sensible price/performance ratio. The choice is yours...



Euroliner SHD



Euroliner K



Euroliner SHD



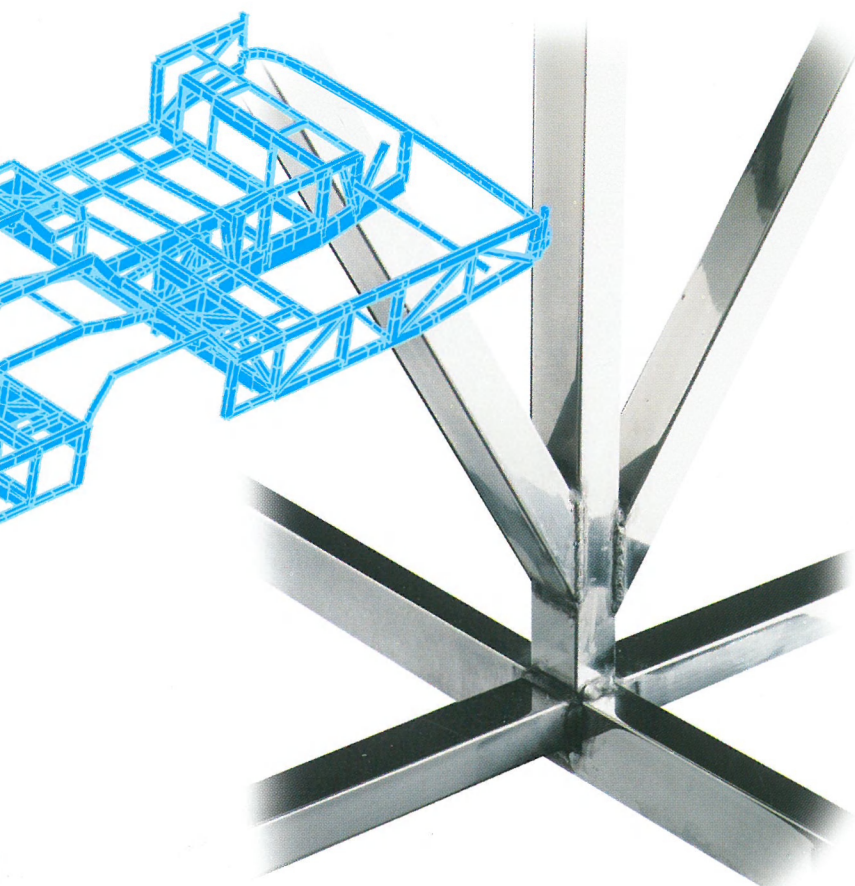
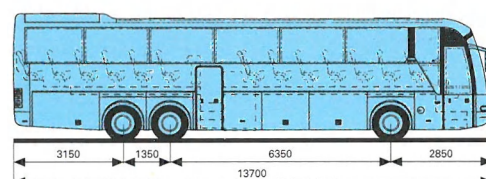
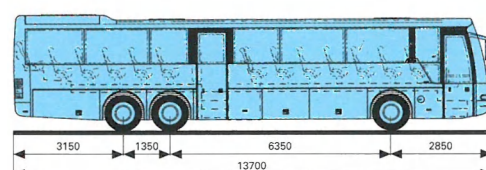
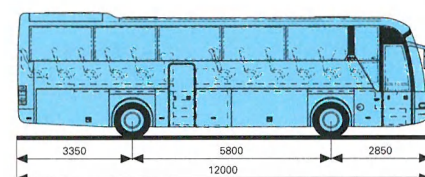
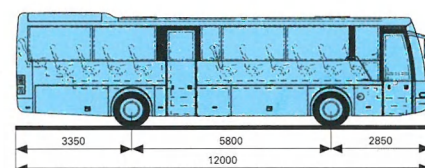
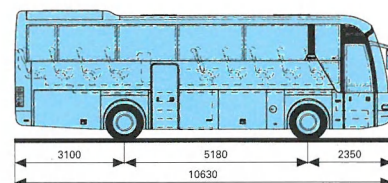
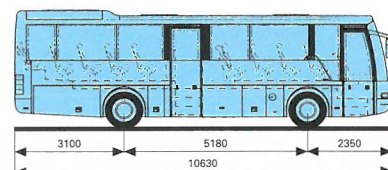
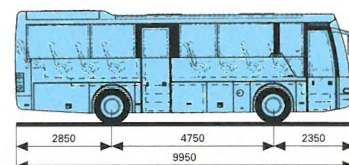
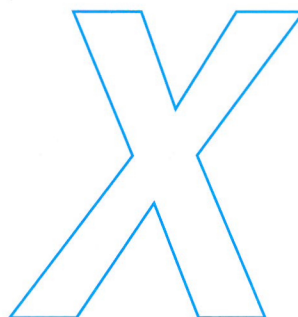
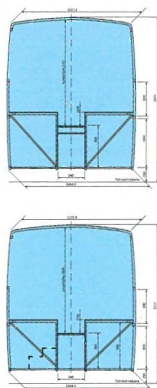
Euroliner K



Euroliner SHD

Custom bus: You can combine your individual Euroliner components from different lengths and heights.

This is a material on the test rig, a highly finished floor system, a bus on the winning straight: only the best is good enough for the Euroliner.



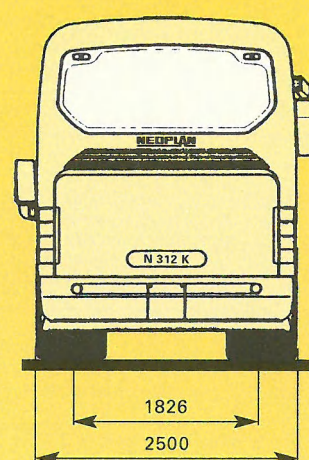
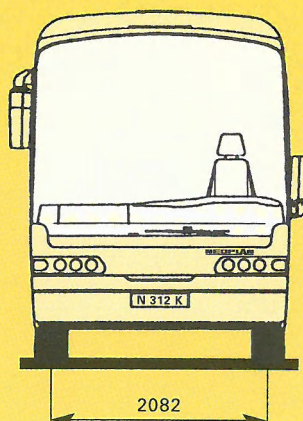
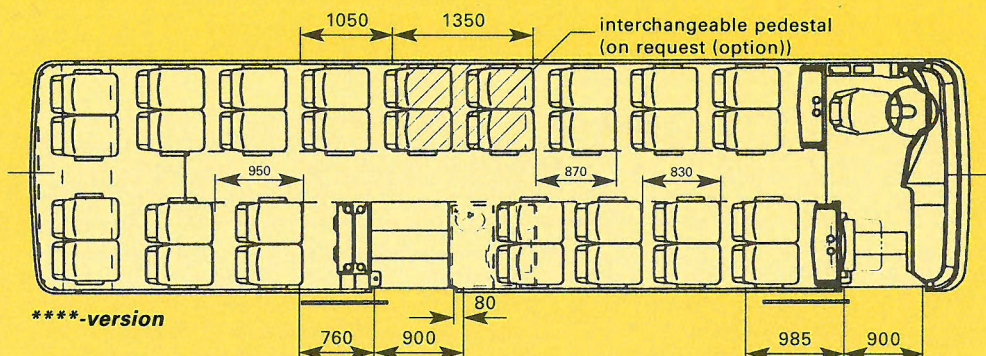
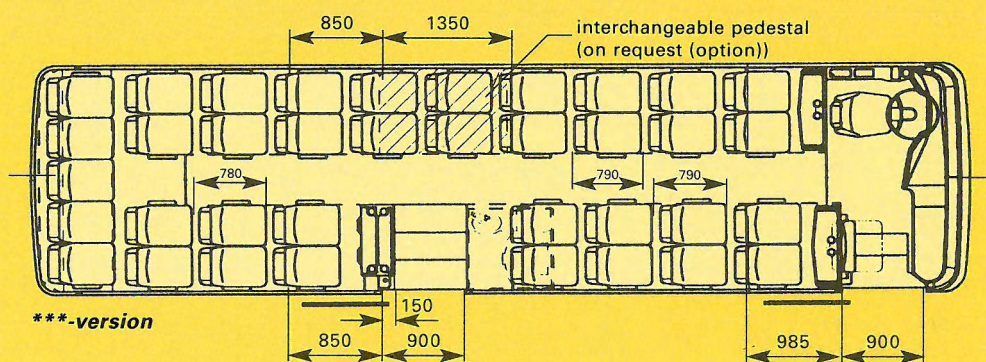
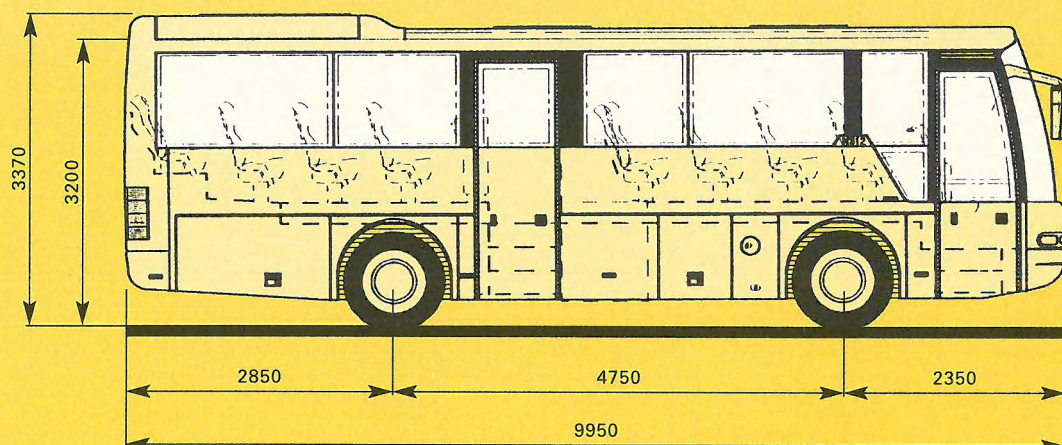
An absolute innovation: In the future, the Neoplan series 300, 400 and 500 will be equipped with stainless steel floor group.

ALL THE TECHNOLOGY.

THE NEOPLAN EUROLINER N 312 K.

	Neoplan Euroliner N 312 K
Main dimensions	Length: 9,950 mm, width: 2,500 mm, overall height: 3,370 mm, wheel base: 4,750 mm, front overhang: 2,350 mm, rear overhang: 2,850 mm, aisle headroom: 2,050 mm, height of aisle above ground: 1,110 mm, turning circle: 17,700 mm, luggage trunk capacity in m³: 5, tank capacity: 335 l
Seating capacity	Passenger seating capacity: in the case of GBK***: 37+2+1, in the case of GBK****: 32+2+1
Doors	Front: single-leaf outwardly opening door. Width 900 mm, middle: two-leaf outwardly opening door. Width 900 mm, rear door: optionally available, entrance height: 350 mm in each case
Weight data	Max. front axle load: 7,100 kg, max. rear axle load: 11,500 kg, permissible total weight: 17,000 kg
Engine	DC OM 441 LA 213 kW/290 hp and 250 kW/340 hp (EURO 3 engines available upon request)
Transmission	ZF 6S-1600
Chassis	Brakes: dual circuit compressed air system with ABS (CAN-compatible)/ASR air dryer and central test ports, alternatively auxiliary brakes made by ZF, Voith, Telma, steering: ZF-Servokom hydraulic steering type 8098 with pneumatic adjustment unit for the steering column height and tilt, axles: Neoplan axles with compressed air disk brakes, single wheel suspension on the front axle, Neoplan subframe on the rear axle, tyres: 295/80 R 22.5
Superstructure	Frame: self-supporting lattice structure made of rectangular tubes and angled profiles with high-grade corrosion protection, floor group made of stainless steel, front section: composite fibre material as the load-bearing element (integral front), rear section: glass fibre reinforced plastic, bonded
Passenger compartment	Glazing: one-part, spherically curved windscreen, curved side windows made of tinted safety glass in DSG (grey/transparent), flat rear window, heating/air conditioning: fully electronic air conditioning controlled via the CAN bus with the digital air conditioning centre KR 485, rear system integrated in the vehicle's roof, available as a heating/ventilation version or as a heating/ventilation/air conditioning version with pollen filter for fresh air and recirculating air, air guidance by a continuously variable fan in the roofing duct, air outlet from forced ventilation and individual nozzles over the entire length of the vehicle, foot space heating by silent thermostatically controlled Thermal TKV 800 convectors, additional Webasto Thermo 300 (30 kW) heater on a compact water station that operates independently of the engine, additional heating <u>at the front</u> and centre entrances <u>optionally available</u> , front box with continuously variable fan (<u>air-conditioned optionally available</u>), with pollen and activated charcoal filter, with smog and defrost function, ventilation: two lift-up sunroofs, tilting windows depending on air conditioning, roof ventilators depending on air conditioning, features: ORIS 50 mm ball-and-clutch up to 2.8 t, cruise control, radio, Blaupunkt, video system, D-Net telephone prepared, storage compartment above the middle entrance, Euroliner pedestal galley, lockable storage compartment over driver's position, chemical underfloor toilet, fridge on dashboard, prepared for ski rack mounting, vehicle safe, central lock for luggage flaps, Laguna 2500 seating, adjustable sideways and backwards, folding table, luggage net, footrests and two-point automatic safety belts, further seating arrangements optionally available, central waste disposal in the pedestal, driver's position: dashboard with ergonomically optimally arranged seat and instrument panel position, information display and switches based on CAN technology, automatic tachograph, ISRI driver's seat, air suspended, equipped with three-point safety belt, head restraint, armrest on left, and two-chamber lumbar support, electrics: voltages 24 V, 2 x 140 A alternator, NEO-CAN 2000, CAN bus system electrics, battery: 2 x 200 A

Underlined text indicates optional equipment at additional charge



ALL THE TECHNOLOGY.

THE NEOPLAN EUROLINER N 313 K.

	Neoplan Euroliner N 313 K
Main dimensions	Length: 10,630 mm, width: 2,500 mm, overall height: 3,370 mm, wheel base: 5,180 mm, front overhang: 2,350 mm, rear overhang: 3,100 mm, aisle headroom: 2,050 mm, height of aisle above ground: 1,110 mm, turning circle: 19,500 mm, luggage trunk capacity in m³: 5,5, tank capacity: 335 l
Seating capacity	Passenger seating capacity: in the case of GBK***: 41+1+1, in the case of GBK****: 36+1+1
Doors	Front: single-leaf outwardly opening door. Width 900 mm, middle: two-leaf outwardly opening door. Width 900 mm, rear door: optionally available, entrance height: 350 mm in each case
Weight data	Max. front axle load: 7,100 kg, max. rear axle load: 11,500 kg, permissible total weight: 18,000 kg
Engine	DC OM 501 LA 260 kW/354 hp
Transmission	ZF 6S-1600
Chassis	Brakes: dual circuit compressed air system with ABS (CAN-compatible)/ASR air dryer and central test ports, alternatively auxiliary brakes made by <u>ZF, Voith</u> , Telma, steering: ZF-Servokom hydraulic steering type 8098 with pneumatic adjustment unit for the steering column height and tilt, axles: Neoplan axles with compressed air disk brakes, single wheel suspension on the front axle, Neoplan subframe on the rear axle, tyres: 295/80 R 22.5
Superstructure	Frame: self-supporting lattice structure made of rectangular tubes and angled profiles with high-grade corrosion protection, floor group made of stainless steel, front section: composite fibre material as the load-bearing element (integral front), rear section: glass fibre reinforced plastic, bonded
Passenger compartment	Glazing: one-part, spherically curved windscreen, curved side windows made of tinted safety glass in DSG (grey/transparent), flat rear window, heating/air conditioning: fully electronic air conditioning controlled via the CAN bus with the digital air conditioning centre KR 485, rear system integrated in the vehicle's roof, available as a heating/ventilation version or as a heating/ventilation/air conditioning version with pollen filter for fresh air and recirculating air, air guidance by a continuously variable fan in the roofing duct, air outlet from forced ventilation and individual nozzles over the entire length of the vehicle, foot space heating by silent thermostatically controlled Thermal TKV 800 convectors, additional Webasto Thermo 300 (30 kW) heater on a compact water station that operates independently of the engine, additional heating <u>at the front</u> and centre entrances <u>optionally available</u> , front box with continuously variable fan (<u>air-conditioned optionally available</u>), with pollen and activated charcoal filter, with smog and defrost function, ventilation: two lift-up sunroofs, tilting windows depending on air conditioning, roof ventilators depending on air conditioning, features: ORIS 50 mm ball-and-clutch up to 2.8 t, cruise control, radio, Blaupunkt, video system, D-Net telephone prepared, storage compartment above the middle entrance, Euroliner pedestal galley, lockable storage compartment over driver's position, chemical underfloor toilet, fridge on dashboard, prepared for ski rack mounting, vehicle safe, central lock for luggage flaps, Laguna 2500 seating, adjustable sideways and backwards, folding table, luggage net, footrests and two-point automatic safety belts, further seating arrangements optionally available, central waste disposal in the pedestal, driver's position: dashboard with ergonomically optimally arranged seat and instrument panel position, information display and switches based on CAN technology, automatic tachograph, ISRI driver's seat, air suspended, equipped with three-point safety belt, head restraint, armrest on left, and two-chamber lumbar support, electrics: voltages 24 V, 2 x 140 A alternator, NEO-CAN 2000, CAN bus system electrics, battery: 2 x 200 A

ALL THE TECHNOLOGY.

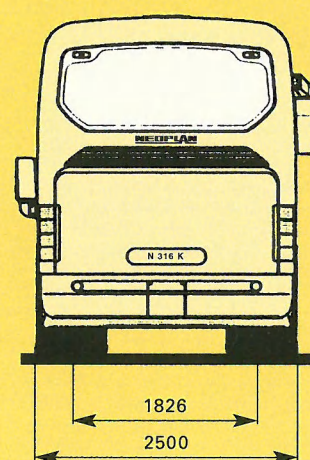
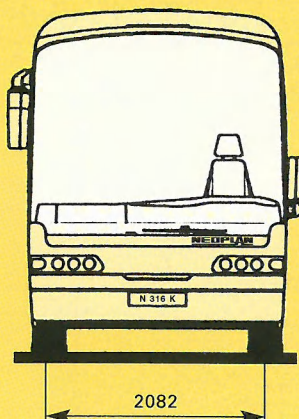
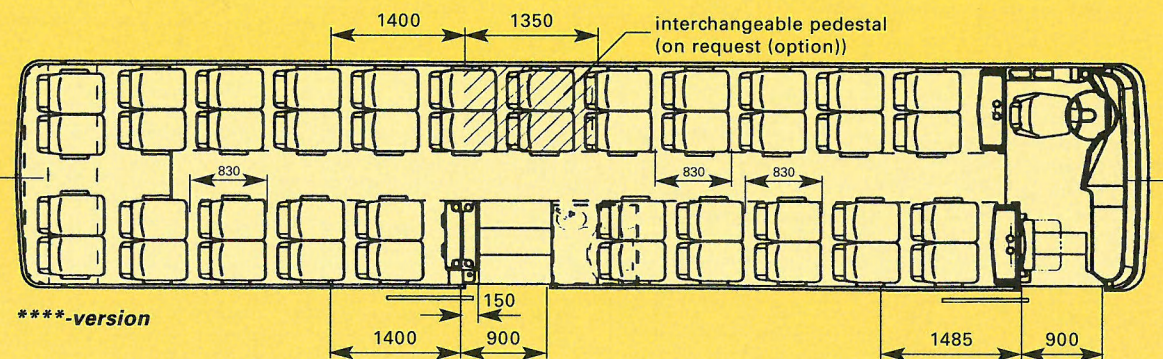
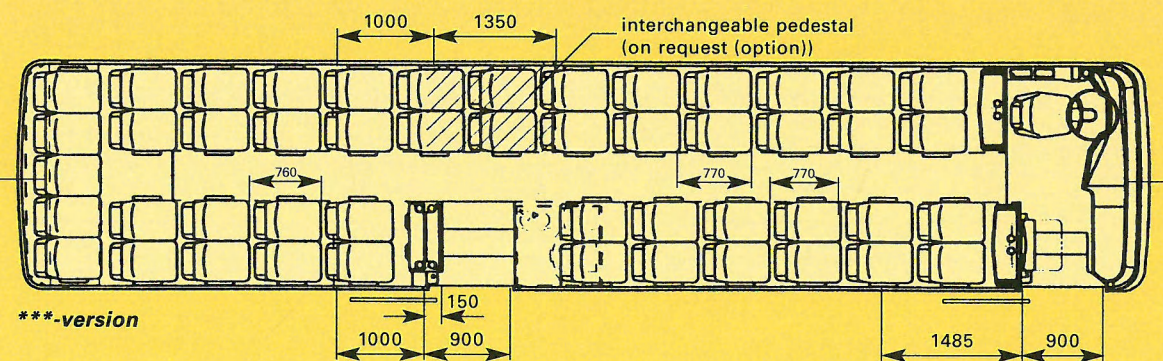
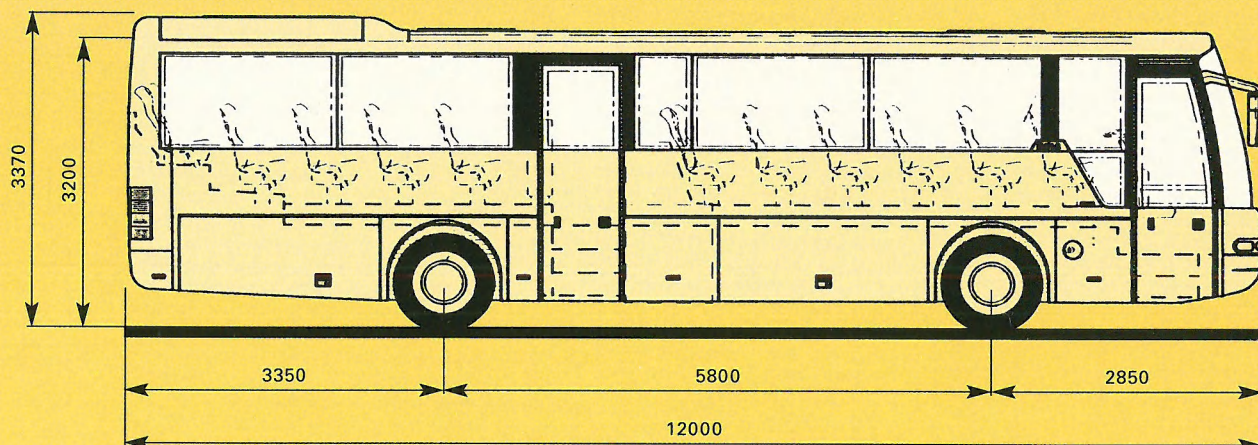
THE NEOPLAN EUROLINER N 313 SHD.

	Neoplan Euroliner N 313 SHD
Main dimensions	Length: 10,630 mm, width: 2,500 mm, overall height: 3,690 mm, wheel base: 5,180 mm, front overhang: 2,350 mm, rear overhang: 3,100 mm, aisle headroom: 2,150 mm, height of aisle above ground: 1,330 mm, turning circle: 19,500 mm, luggage trunk capacity in m³: 10, tank capacity: 400 l
Seating capacity	Passenger seating capacity: in the case of GBK***: 41+1+1, in the case of GBK****: 36+1+1
Doors	Front: single-leaf outwardly opening door. Width 900 mm, middle: single-leaf outwardly opening door. Width 800 mm, rear door: optional, 800 mm wide, entrance height: 350 mm in each case
Weight data	Max. front axle load: 7,100 kg, max. rear axle load: 11,500 kg, permissible total weight: 18,000 kg
Engine	DC OM 504 LA 260 kW/354 hp and 300 kW/408 hp
Transmission	ZF 6S-1600, ZF 8S-180
Chassis	Brakes: dual circuit compressed air system with ABS (CAN-compatible)/ASR air dryer and central test ports, alternatively auxiliary brakes made by <u>ZF</u> , <u>Voith</u> , <u>Telma</u> , steering: ZF-Servokom hydraulic steering type 8098 with pneumatic adjustment unit for the steering column height and tilt, axles: Neoplan axles with compressed air disk brakes, single wheel suspension on the front axle, Neoplan subframe on the rear axle, tyres: 295/80 R 22.5
Superstructure	Frame: self-supporting lattice structure made of rectangular tubes and angled profiles with high-grade corrosion protection, floor group made of stainless steel, front section: composite fibre material as the load-bearing element (integral front), rear section: glass fibre reinforced plastic, bonded
Passenger compartment	Glazing: one-part, spherically curved windscreen, curved side windows made of tinted safety glass in DSG (grey/transparent), flat rear window, heating/air conditioning: fully electronic air conditioning controlled via the CAN bus with the digital air conditioning centre KR 485, rear system integrated in the vehicle's roof, heating/ventilation/air conditioning version with pollen filter for fresh air and recirculating air, air guidance by a continuously variable fan in the roofing duct, air outlet from forced ventilation and individual nozzles over the entire length of the vehicle, foot space heating by silent thermostatically controlled Thermal TKV 800 convectors, additional Webasto Thermo 300 (30 kW) heater on a compact water station that operates independently of the engine, additional heating <u>at the front</u> and centre entrances <u>optionally available</u> , front box with continuously variable fan (<u>air-conditioned optionally available</u>), with pollen and activated charcoal filter, with smog and defrost function, ventilation: two lift-up sunroofs, roof ventilators depending on air conditioning, features: ORIS 50 mm ball-and-clutch up to 2.8 t, cruise control, radio system, video system, D-Net telephone prepared, storage rack over the middle entrance, Euroliner pedestal galley, lockable storage compartment above the driver's position, chemical underfloor toilet, fridge in the dashboard, prepared for ski rack mounting, on-board safe, centrally controlled locking system for trunk lids, driver's stowage space, Laguna 2500 seating, adjustable sideways and backwards, folding table, luggage net, footrest and two-point automatic safety belts, central waste disposal in the pedestal, driver's position: dashboard with ergonomically optimally arranged seat and instrument panel position, information display and switches based on CAN technology, automatic tachograph, ISRI driver's seat, air suspended, equipped with three-point safety belt, head restraint, armrest on left, and two-chamber lumbar support, electrics: voltages 24 V, 2 x 140 A alternator, NEO-CAN 2000, CAN bus system electrics, battery: 2 x 200 A

ALL THE TECHNOLOGY.

THE NEOPLAN EUROLINER N 316 K.

	Neoplan Euroliner N 316 K
Main dimensions	Length: 12,000 mm, width: 2,500 mm, overall height: 3,370 mm, wheel base: 5,800 mm, front overhang: 2,850 mm, rear overhang: 3,350 mm, aisle headroom: 2,050 mm, height of aisle above ground: 1,110 mm, turning circle: 21,100 mm, luggage trunk capacity in m³: 7,8, tank capacity: 445 l
Seating capacity	Passenger seating capacity: in the case of GBK***: 49+2+1, in the case of GBK****: 44+2+1
Doors	Front: single-leaf outwardly opening door. Width 900 mm, middle: single-leaf outwardly opening door. Width 900 mm, rear door: optionally available, entrance height: 350 mm in each case
Weight data	Max. front axle load: 7,100 kg, max. rear axle load: 11,500 kg, permissible total weight: 18,000 kg
Engine	DC OM 441 LA 213 kW/290 hp, 250 kW/340 hp, DC OM 442 LA 280 kW/381 hp, MAN D 2866 LOH 228 kW/310 hp, 257 kW/350 hp, 294 kW/400 hp (EURO 3 engines available upon request)
Transmission	ZF 6S-1600, ZF 8S-180, <u>ZF AS-Tronic</u> (at additional charge, depending on feasibility of installation)
Chassis	Brakes: dual circuit compressed air system with ABS (CAN-compatible)/ASR air dryer and central test ports, alternatively auxiliary brakes made by <u>ZF, Voith, Telma</u> (depending on feasibility of installation), steering: ZF-Servokom hydraulic steering type 8098 with pneumatic adjustment unit for the steering column height and tilt, axles: Neoplan axles with compressed air disk brakes, single wheel suspension on the front axle, Neoplan subframe on the rear axle, tyres: 295/80 R 22.5
Superstructure	Frame: self-supporting lattice structure made of rectangular tubes and angled profiles with high-grade corrosion protection, floor group made of stainless steel, front section: composite fibre material as the load-bearing element (integral front), rear section: glass fibre reinforced plastic, bonded
Passenger compartment	Glazing: one-part, spherically curved windscreen, curved side windows made of tinted safety glass in DSG (grey/transparent), flat rear window, heating/air conditioning: fully electronic air conditioning controlled via the CAN bus with the digital air conditioning centre KR 485, rear system integrated in the vehicle's roof, available as a heating/ventilation version or as a heating/ventilation/air conditioning version with pollen filter for fresh air and recirculating air, air guidance by a continuously variable fan in the roofing duct, air outlet from forced ventilation and individual nozzles over the entire length of the vehicle, foot space heating by silent thermostatically controlled Thermal TKV 800 convectors, additional Webasto Thermo 300 (30 kW) heater on a compact water station that operates independently of the engine, additional heating <u>at the front</u> and centre entrances <u>optionally available</u> , front box with continuously variable fan (<u>air-conditioned optionally available</u>), with pollen and activated charcoal filter, with smog and defrost function, ventilation: two lift-up sunroofs, tilting windows depending on air conditioning, roof ventilators depending on air conditioning, features: ORIS 50 mm ball-and-clutch up to 2.8 t, cruise control, radio, video system, D-Net telephone prepared, storage compartment above the middle entrance, Euroliner pedestal galley, lockable storage compartment over driver's position, chemical underfloor toilet, fridge on dashboard, prepared for ski rack mounting, vehicle safe, central lock for luggage flaps, Laguna 2500 seating, adjustable sideways and backwards, folding table, luggage net, footrests and two-point automatic safety belts, further seating arrangements optionally available, central waste disposal in the pedestal, driver's position: dashboard with ergonomically optimally arranged seat and instrument panel position, information display and switches based on CAN technology, automatic tachograph, ISRI driver's seat, air suspended, equipped with three-point safety belt, head restraint, armrest on left, and two-chamber lumbar support, electrics: voltages 24 V, 2 x 140 A alternator, NEO-CAN 2000, CAN bus system electrics, battery: 2 x 200 A

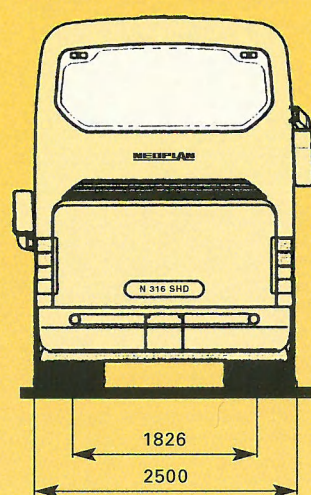
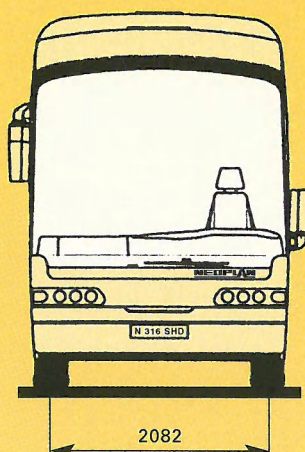
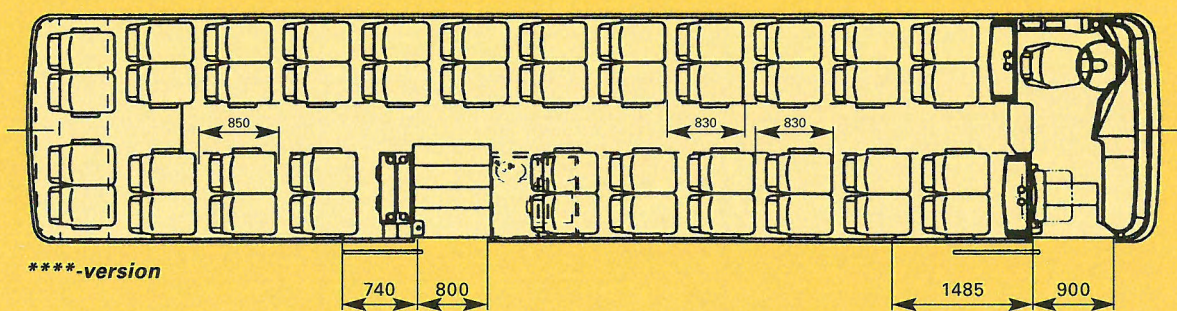
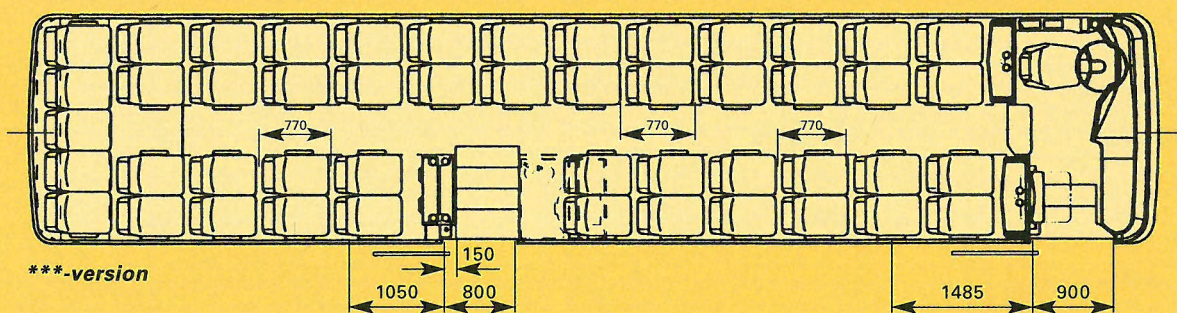
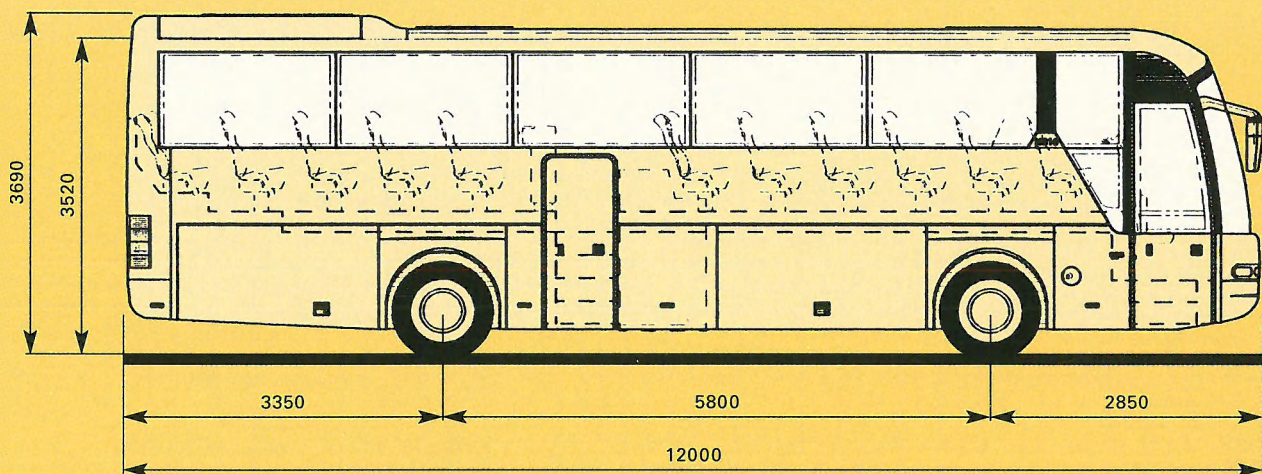


ALL THE TECHNOLOGY.

THE NEOPLAN EUROLINER N 316 SHD.

	Neoplan Euroliner N 316 SHD
Main dimensions	Length: 12,000 mm, width: 2,500 mm, overall height: 3,690 mm, wheel base: 5,800 mm, front overhang: 2,850 mm, rear overhang: 3,350 mm, aisle headroom: 2,150 mm, height of aisle above ground: 1,330 mm, turning circle: 21,100 mm, luggage trunk capacity in m³: 11,3, tank capacity: 445 l
Seating capacity	Passenger seating capacity: in the case of GBK***: 49+2+1, in the case of GBK****: 44+2+1
Doors	Front: single-leaf outwardly opening door. Width 900 mm, middle: single-leaf outwardly opening door. Width 800 mm, rear door: optional, 800 mm wide, entrance height: 350 mm in each case
Weight data	Max. front axle load: 7,100 kg, max. rear axle load: 11,500 kg, permissible total weight: 18,000 kg
Engine	DC OM 442 LA 280 kW/381 hp, MAN D 2866 LOH 257 kW/350 hp, 294 kW/400 hp (EURO 3 engines available upon request)
Transmission	ZF 6S-1600, ZF 8S-180, <u>ZFAS-Tronic</u> (at additional charge, depending on feasibility of installation)
Chassis	Brakes: dual circuit compressed air system with ABS (CAN-compatible)/ASR air dryer and central test ports, alternatively auxiliary brakes made by <u>ZF, Voith</u> , Telma (depending on feasibility of installation), steering: ZF-Servokom hydraulic steering type 8098 with pneumatic adjustment unit for the steering column height and tilt, axles: Neoplan axles with compressed air disk brakes, single wheel suspension on the front axle, Neoplan subframe on the rear axle, tyres: 295/80 R 22.5
Superstructure	Frame: self-supporting lattice structure made of rectangular tubes and angled profiles with high-grade corrosion protection, floor group made of stainless steel, front section: composite fibre material as the load-bearing element (integral front), rear section: glass fibre reinforced plastic, bonded
Passenger compartment	Glazing: one-part, spherically curved windscreen, curved side windows made of tinted safety glass in DSG (grey/trans-parent), flat rear window, heating/air conditioning: fully electronic air conditioning controlled via the CAN bus with the digital air conditioning centre KR 485, rear system integrated in the vehicle's roof, heating/ventilation/air conditioning version with pollen filter for fresh air and recirculating air, air guidance by a continuously variable fan in the roofing duct, air outlet from forced ventilation and individual nozzles over the entire length of the vehicle, foot space heating by silent thermostatically controlled Thermal TKV 800 convectors, additional Webasto Thermo 300 (30 kW) heater on a compact water station that operates independently of the engine, additional heating <u>at the front</u> and centre entrances <u>optionally available</u> , front box with continuously variable fan (<u>air-conditioned optionally available</u>), with pollen and activated charcoal filter, with smog and defrost function, ventilation: two lift-up sunroofs, roof ventilators depending on air conditioning, features: ORIS 50 mm ball-and-clutch up to 2.8 t, cruise control, radio, video system, D-Net telephone installed, storage rack over the middle entrance, Euroliner pedestal galley, lockable storage compartment above the driver's position, chemical underfloor toilet, fridge in the dashboard, prepared for ski rack mounting, on-board safe, centrally controlled locking system for trunk lids, driver's stowage space, Laguna 2500 seating, adjustable sideways and backwards, folding table, luggage net, footrest and two-point automatic safety belts, central waste disposal in the pedestal, driver's position: dashboard with ergonomically optimally arranged seat and instrument panel position, information display and switches based on CAN technology, automatic tachograph, ISRI driver's seat, air suspended, equipped with three-point safety belt, head restraint, armrest on left, and two-chamber lumbar support, electrics: voltages 24 V, 2 x 140 A alternator, NEO-CAN 2000, CAN bus system electrics, battery: 2 x 200 A

Underlined text indicates optional equipment at additional charge

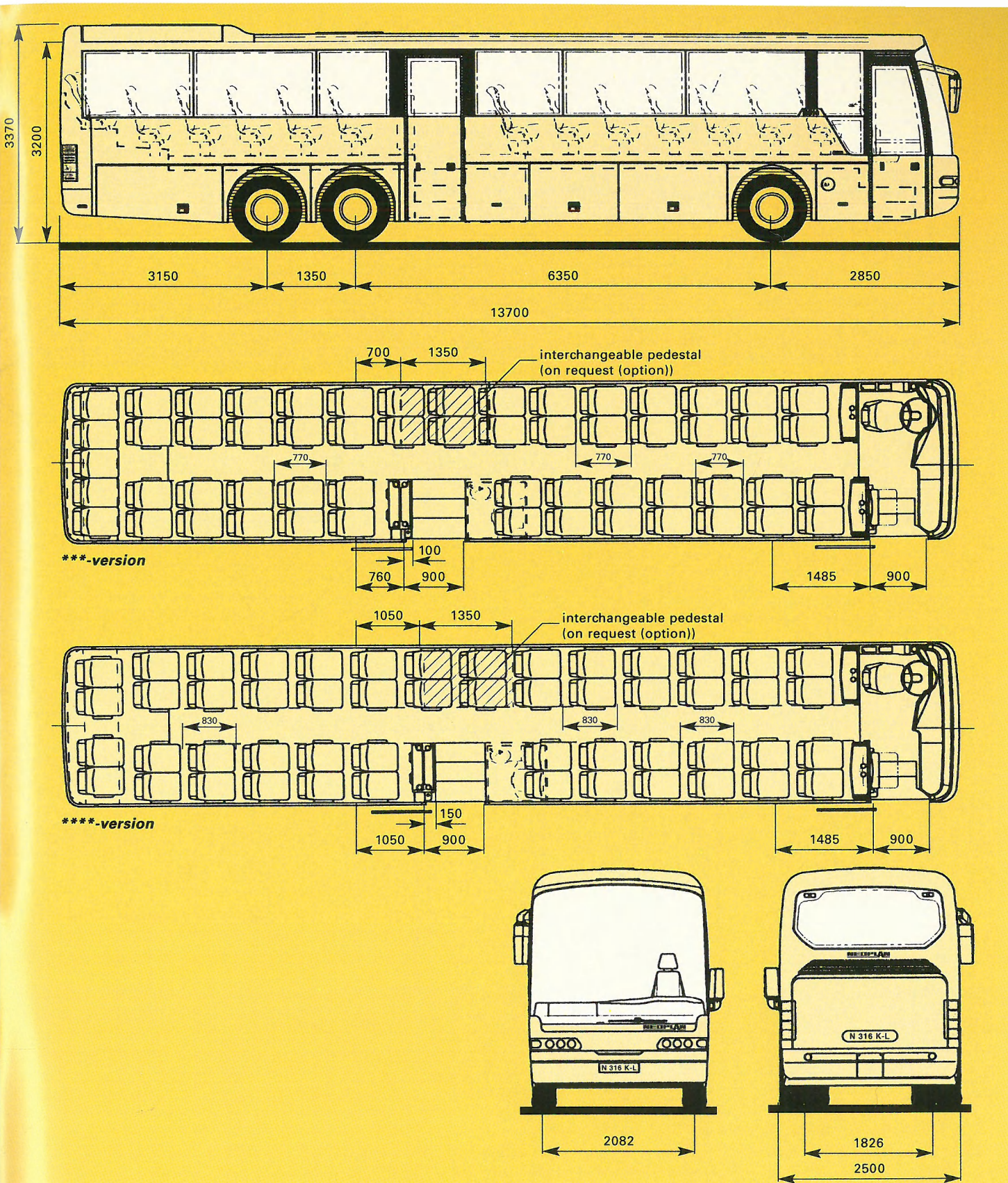


ALL THE TECHNOLOGY.

THE NEOPLAN EUROLINER N 316/3 KL.

	Neoplan Euroliner N 316/3 KL
Main dimensions	Length: 13,700 mm, width: 2,500 mm, overall height: 3,370 mm, wheel base: 6,350/1,350 mm, front overhang: 2,850 mm, rear overhang: 3,150 mm, aisle headroom: 2,050 mm, height of aisle above ground: 1,100 mm, turning circle: 24,000 mm, luggage trunk capacity in m³: 8,5, tank capacity: 445 l
Seating capacity	Passenger seating capacity: in the case of GBK***: 57+2+1, in the case of GBK****: 52+2+1
Doors	Front: single-leaf outwardly opening door. Width 900 mm, middle: single-leaf outwardly opening door. Width 900 mm, rear door: optionally available, entrance height: 350 mm in each case
Weight data	Max. front axle load: 7,100 kg, max. centre axle load: 11,500 kg, max. trailing axle load: 6,500 kg, permissible total weight: 25,100 kg
Engine	DC OM 441 LA 250 kW/340 hp, DC OM 442 LA 280 kW/381 hp, MAN D 2866 LOH 228 kW/310 hp, 257 kW/350 hp, 294 kW/400 hp (EURO 3 engines available upon request)
Transmission	ZF 6S-1600, ZF 8S-180, <u>ZF AS-Tronic</u> (at additional charge, depending on feasibility of installation)
Chassis	Brakes: dual circuit compressed air system with ABS (CAN-compatible)/ASR air dryer and central test ports, alternatively auxiliary brakes made by <u>ZF, Voith</u> , Telma (depending on feasibility of installation), steering: ZF-Servokom hydraulic steering type 8098 with pneumatic adjustment unit for the steering column height and tilt, trailing axle – self-steering and lockable, axles: Neoplan axles with compressed air disk brakes, single wheel suspension on the front and trailing axles, Neoplan subframe on the rear axle, tyres: 295/80 R 22.5
Superstructure	Frame: self-supporting lattice structure made of rectangular tubes and angled profiles with high-grade corrosion protection, floor group made of stainless steel, front section: composite fibre material as the load-bearing element (integral front), rear section: glass fibre reinforced plastic, bonded
Passenger compartment	Glazing: one-part, spherically curved windscreen, curved side windows made of tinted safety glass in DSG (grey/trans-parent), flat rear window, heating/air conditioning: fully electronic air conditioning controlled via the CAN bus with the digital air conditioning centre KR 485, rear system integrated in the vehicle's roof, available as a heating/ventilation version or as a heating/ventilation/air conditioning version with pollen filter for fresh air and recirculating air, air guidance by a continuously variable fan in the roofing duct, air outlet from forced ventilation and individual nozzles over the entire length of the vehicle, foot space heating by silent thermostatically controlled Thermal TKV 800 convectors, additional Webasto Thermo 300 (30 kW) heater on a compact water station that operates independently of the engine, additional heating at the front and centre entrances optionally available, front box, air-conditioned with continuously variable fan, with pollen and activated charcoal filter, with smog and defrost function, ventilation: two lift-up sunroofs, tilting windows depending on air conditioning, roof ventilators depending on air conditioning, features: cruise control, radio Blaupunkt, video system, D-Net telephone prepared, storage compartment above the middle entrance, Euroliner pedestal galley, lockable storage compartment over driver's position, chemical underfloor toilet, fridge in the dashboard, prepared for ski rack mounting, vehicle safe, central lock for luggage flaps, Laguna 2500 seating, adjustable sideways and backwards, folding table, luggage net, footrests and two-point automatic safety belts, further seating arrangements optionally available, central waste disposal in the pedestal, driver's position: dashboard with ergonomically optimally arranged seat and instrument panel position, information display and switches based on CAN technology, automatic tachograph, ISRI driver's seat, air suspended, equipped with three-point safety belt, head restraint, armrest on left, and two-chamber lumbar support, electrics: voltages 24 V, 2 x 140 A alternator, NEO-CAN 2000, CAN bus system electrics, battery: 2 x 200 A

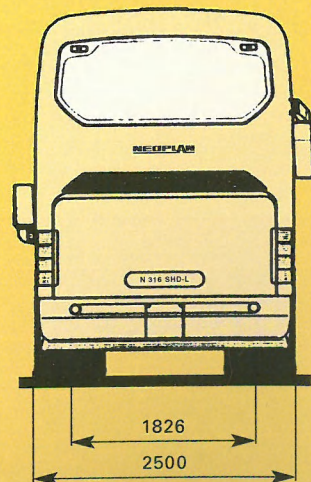
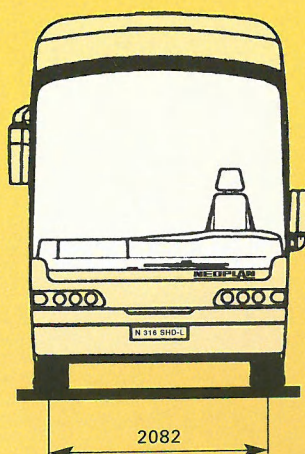
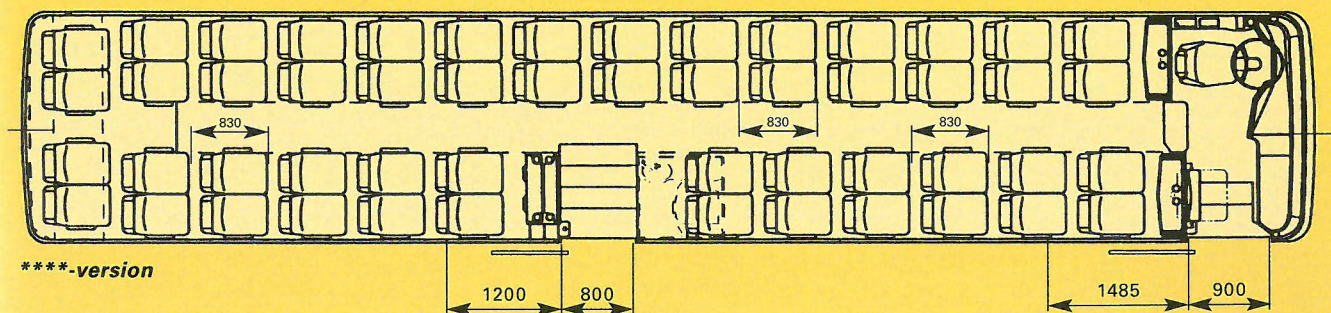
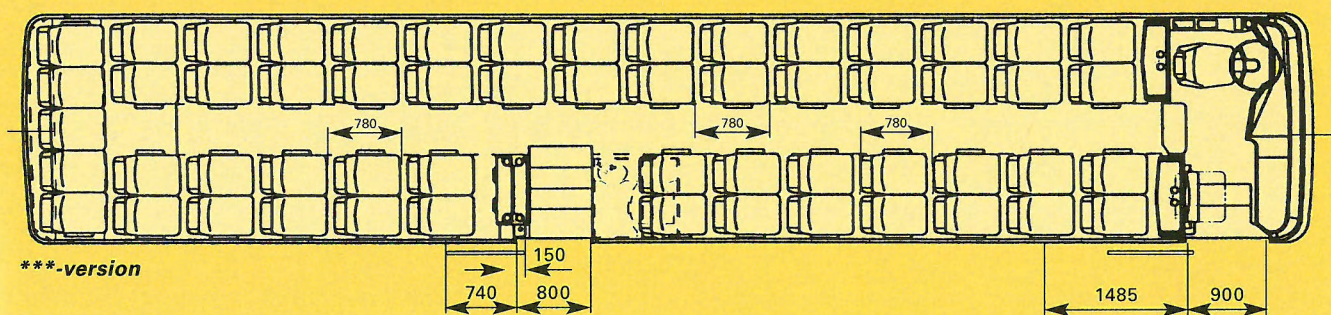
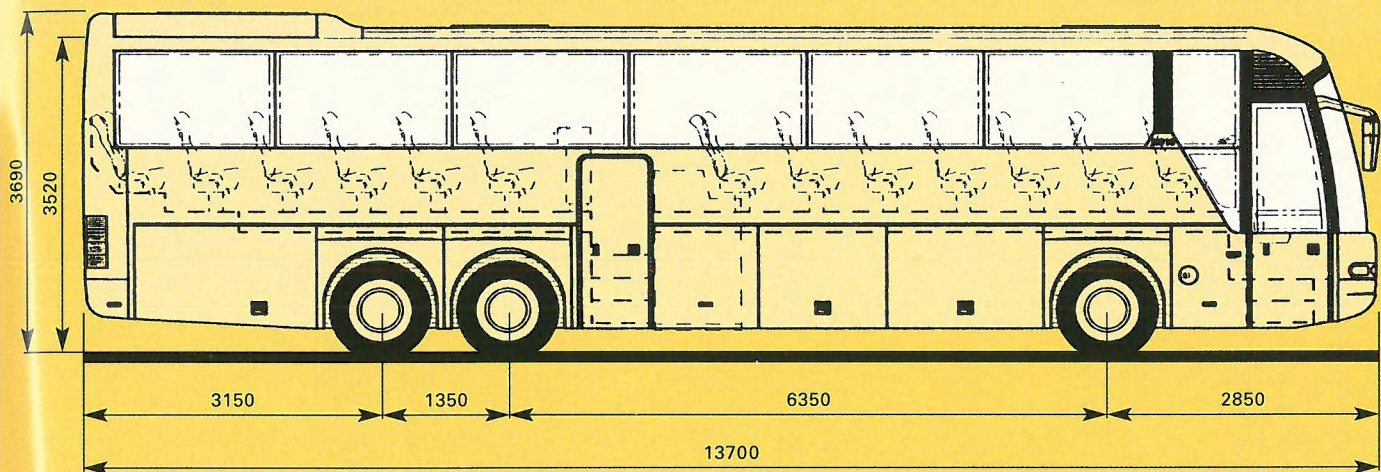
Underlined text indicates optional equipment at additional charge



ALL THE TECHNOLOGY.

THE NEOPLAN EUROLINER N 316/3 SHDL.

	Neoplan Euroliner N 316/3 SHDL
Main dimensions	Length: 13,700 mm, width: 2,500 mm, overall height: 3,690 mm, wheel base: 6,350/1,350 mm, front overhang: 2,850 mm, rear overhang: 3,150 mm, aisle headroom: 2,150 mm, height of aisle above ground: 1,330 mm, turning circle: 24,000 mm, luggage trunk capacity in m³: 13, tank capacity: 445 l
Seating capacity	Passenger seating capacity: in the case of GBK***: 57+2+1, in the case of GBK****: 52+2+1
Doors	Front: single-leaf outwardly opening door. Width 900 mm, middle: single-leaf outwardly opening door. Width 800 mm, rear door: optional, 800 mm wide, entrance height: 350 mm in each case
Weight data	Max. front axle load: 7,100 kg, max. centre axle load: 11,500 kg, max. trailing axle load: 6,000 kg, permissible total weight: 23,000 kg
Engine	DC OM 442 LA 280 kW/381 hp, MAN D 2866 LOH 257 kW/350 hp, 294 kW/400 hp, MAN D 2876 LOH 338 kW/460 hp (EURO 3 engines available upon request)
Transmission	ZF 6S-1600, ZF 8S-180, <u>ZFAS-Tronic</u> (at additional charge, depending on feasibility of installation)
Chassis	Brakes: dual circuit compressed air system with ABS (CAN-compatible)/ASR air dryer and central test ports, alternatively auxiliary brakes made by <u>ZF, Voith</u> , Telma (depending on feasibility of installation), steering: ZF-Servokom hydraulic steering type 8098 with pneumatic adjustment unit for the steering column height and tilt, trailing axle – self-steering and lockable, axles: Neoplan axles with compressed air disk brakes, single wheel suspension on the front and trailing axles, Neoplan subframe on the rear axle, tyres: 295/80 R 22.5
Superstructure	Frame: self-supporting lattice structure made of rectangular tubes and angled profiles with high-grade corrosion protection, floor group made of stainless steel, front section: composite fibre material as the load-bearing element (integral front), rear section: glass fibre reinforced plastic, bonded
Passenger compartment	Glazing: one-part, spherically curved windscreen, curved side windows made of tinted safety glass in DSG (grey/transparent), flat window, heating/air conditioning: fully electronic air conditioning controlled via the CAN bus with the digital air conditioning centre KR 485/486, rear system integrated in the vehicle's roof, available as a heating/ventilation version or as a heating/ventilation/air conditioning version with pollen filter for fresh air and recirculating air, air guidance by a continuously variable fan in the roofing duct, air outlet from forced ventilation and individual nozzles over the entire length of the vehicle, foot space heating by silent thermostatically controlled ThermalTKV 800 convectors, additional Webasto Thermo 300 (30 kW) heater on a compact water station that operates independently of the engine, additional heating <u>at the front</u> and centre entrances <u>optionally available</u> , front box with continuously variable fan, with pollen and activated charcoal filter, with smog and defrost function, ventilation: two lift-up sunroofs, roof ventilators depending on air conditioning, features: cruise control, radio, Blaupunkt video system, D-Net telephone prepared, storage rack over the middle entrance, Euroliner pedestal galley, lockable storage compartment above the driver's position, chemical underfloor toilet, fridge in the dashboard, prepared for ski rack mounting, on-board safe, centrally controlled locking system for trunk lids, driver's stowage space, Laguna 2500 seating, adjustable sideways and backwards, folding table, luggage net, footrest and two-point automatic safety belts, central waste disposal in the pedestal, driver's position: dashboard with ergonomically optimally arranged seat and instrument panel position, information display and switches based on CAN technology, automatic tachograph, ISRI driver's seat, air suspended, equipped with three-point safety belt, head restraint, armrest on left, and two-chamber lumbar support, electrics: voltages 24 V, 2 x 140 A alternator, NEO-CAN 2000, CAN bus system electrics, battery: 2 x 200 A



NEOPLAN