

Leyland





WHO ELSE BUT LEYLAND





Royal Tiger Doyen,
classic elegance from
Leyland. At last the coach
everyone's been waiting
for, a high floor, luxurious,
powerful, rear engined
integral coach with all the
flair and style previously only seen in Europe
- designed and built in Britain - by Leyland of
course.

Three years of research and development
have gone into the design of this spectacular
vehicle. Studies into operators' requirements,
structure design, aerodynamics,

corrosion protection,
luxurious trim - plus advanced
heating and ventilation and
the use of familiar proven
components like the miserly
TL11H engine and Leyland's outstanding
wide based full air suspension mean that
Royal Tiger Doyen has all the reliability,
durability and quality you've come to expect
from Britain's premier designer
of coaches - Leyland Bus.

Leyland
BUS



PAMPER YOUR PASSENGERS IN SHEER LUXURY

Stepping into the interior of the superb Leyland Doyen coachwork is like stepping into a luxury apartment. Carefully selected trim materials produce a harmonious interior which provides comfort, is pleasing to the eye and easy to maintain.

Your passengers can relax and enjoy their journey. Superb vision through the large side windows - tinted and double glazed, and with shading lines at the top to remove glare even in the brightest sun. Advanced heating and ventilation avoid draughts and provide a balanced interior environment at all levels of exterior temperature. Concealed adjustable lighting plus individual seat lights give just the right

level of illumination. The attention to sound proofing and absence of floor traps ensures a quiet journey even at the rear over the engine. The superb aerodynamics of the Doyen body means absence of wind noise and clean side windows even in heavy rain.

Naturally, the Royal Tiger Doyen can be specified with a wide range of special units. For example, toilets - conventional or sunken; fully equipped kitchen/bar services; driver's bunk; video systems and individual sound systems.

The only problem you will have with Royal Tiger Doyen is that your passengers will be so comfortable they won't want to leave the coach.





KEEPING YOUR PASSENGERS HAPPY ALL THE WAY

Let's look at the interior detail more closely. We've tried to think of all the needs of your passengers. The side and headlining trims for example, are in woven Grampian tweed, easily cleaned but giving the passenger a warm, soft, comfortable, relaxing atmosphere. The ceiling in the centre is fitted with interlux which not only finishes the ceiling area neatly but assists the heating and ventilation distribution.

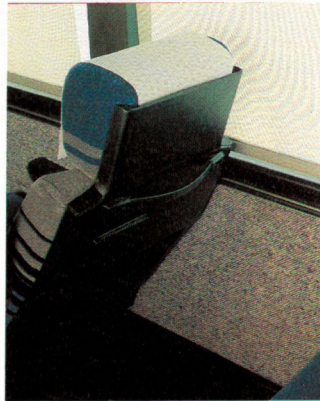
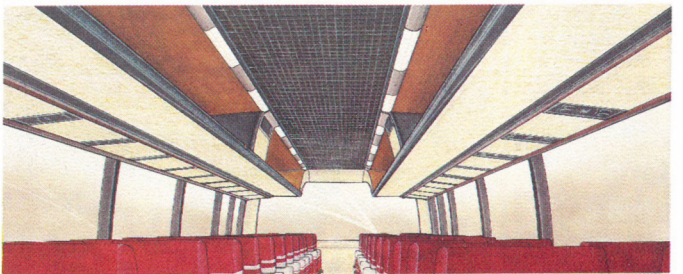
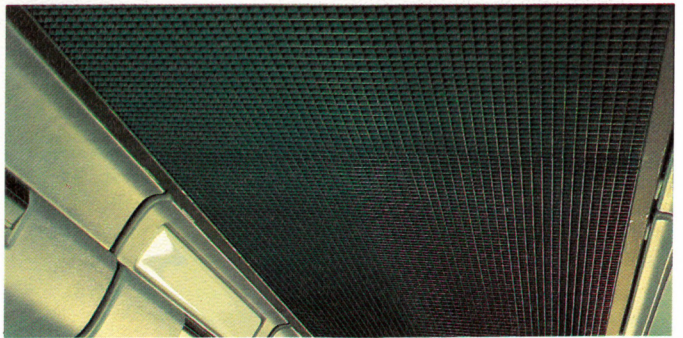
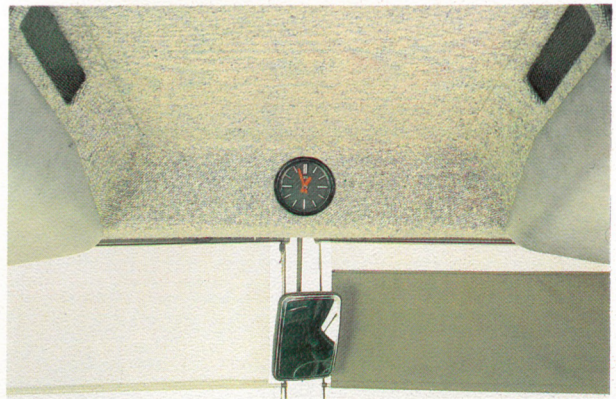
The main saloon lighting is built into the edges of the hand luggage storage area. The lighting is controlled by the driver to give varied levels of illumination.

There is a choice of hand baggage storage, either drop-down aircraft lockers or open racks. In the underside of the luggage racks or lockers is a panel providing individual adjustable air vents and reading lights for each passenger and a courier call button. Racks have closed ends meeting Tempo 100.

Although the windows are tinted and top shaded as well, there is a pull down blind for each window. The blinds are of mesh material which cuts out the glare of the sun, but still allows vision.

Speakers are built into the underside of the luggage racks and provide full sound coverage throughout the vehicle. Individual sound systems can also be fitted if required.

Our aim - to keep your passengers in comfort all the time.





Copyright © 1998 by Leyland Aircraft, Inc. All rights reserved. No part of this publication may be reproduced without prior written permission from Leyland Aircraft, Inc.

SITTING PRETTY AND IN COMFORT

Royal Tiger Doyen rides superbly thanks to its full air suspension system with wide based, low frequency, air springs and controlled damping. The suspension - a combination of the systems used on the Tiger and Olympian is already renowned for its smooth ride, free from pitch and roll. Even so, seating is important.

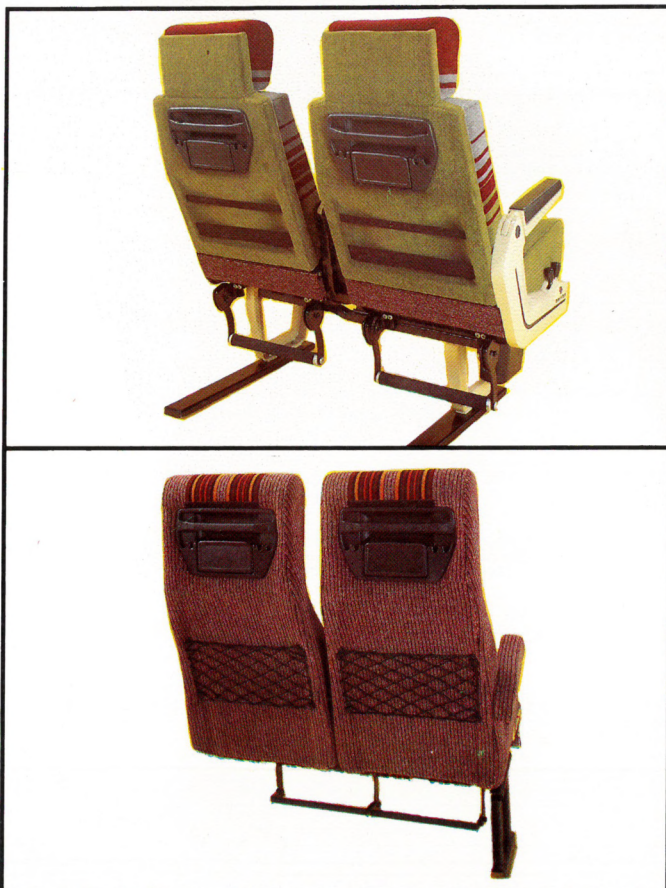
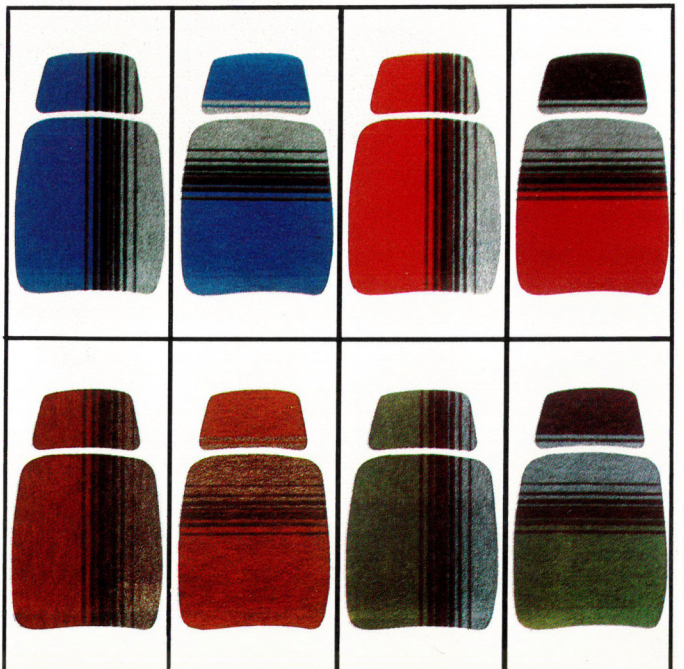
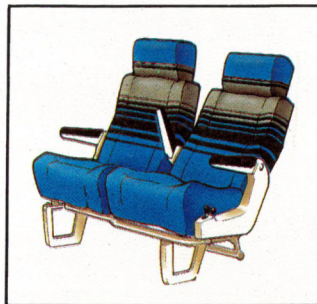
Royal Tiger Doyen is available in standard form with Leyland's special version of the Diplomat Ambassador seat or the optional Fuglesang Miami. If you require different seats we will be pleased to fit them.

For the trimming of the seats we have produced our own range of moquettes in conjunction with John Holdsworth. The Leyland moquettes designed by Bruce Renfrew bring a new dimension to British coaching. The materials may be used in a variety of forms - horizontal stripes, vertical stripes with both seats trimmed the same or as a mirror pair; one seat trimmed vertically - one seat plain - even one seat horizontal and one vertical if you like - the choice is yours. We can also offer moquettes from the standard Holdsworth range or the Firth double plush range.

Both the Diplomat and Fuglesang seats are fully reclining, the Fuglesang having adjustable headrests. Both are supplied with adjustable footrests, arm rests, literature storage strips or nets, combined grab handle and ashtray units.

Seats have a top Velcro pad for use with aircraft disposable type head rest covers which can be supplied with your own logo style. Seat belts can be provided as required by Tempo 100.

In Royal Tiger Doyen your passengers will be sitting pretty - and in comfort all the time.





DON'T FORGET THE DRIVER

Leyland Bus have probably done more than anyone else over the last decade to improve life for the driver. Royal Tiger Doyen is no exception.

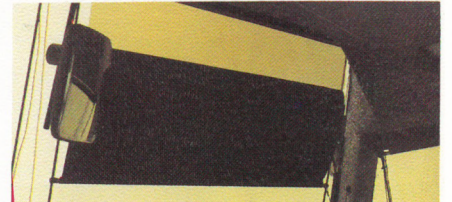
Firstly vision - The driver's view out of the big screen is unbeatable and the careful design ensures minimum blind spots from the pillars. Keeping his vision clear in all weathers is a combination of the aerodynamics and the big wipers incorporating the washer jets. The screen is tinted, laminated and heated. Pull down blinds are provided for both sides of the screen and the driver's side windows. The driving position is ideal - not too high to obstruct the passengers' view ahead, and not so low that the driver feels disorientated. The carefully designed mirrors provide excellent rearward vision at all times and keep clean. The interior mirror plus rear screen fresnel lens ensure the driver can view the whole saloon and what is happening right behind the vehicle. Large twin headlamps give wide light spread at night and power wash jets keep them clean. In addition, fog lamps are fitted front and rear. Marker lights and repeat flashers on the side ensure other road users are aware of the size of the vehicle.

The seat is the popular Chapman Bremshey with plenty of fore and aft, height and backrake adjustment plus an adjustable head restraint. The seat is trimmed in comfortable black nylon cord or can be trimmed to match the seats. The steering wheel is the familiar 18in Tiger wheel, leather covered and with the angle of inclination adjustable. Controls are prioritised and laid out ergonomically.

Instrumentation is comprehensive, easy to read and clearly marked. Everything from starter to heater is where you want it to be. The driver also has complete control over the heating and ventilation system, the radio/cassette sound system, public address and the saloon lighting. Provision is also made for two way radio systems.

The front end of the offside rack or locker system is reserved for the driver. The locker is lockable and also houses the first aid kit.

With power steering, the superbly stable air suspension, smooth transmission, powerful engine and safe sure braking, backed up by retarder, the driver's life is made easy - which means he is a happy, safe driver.



FORGET THE WEATHER IT'S ALWAYS COMFORTABLE INSIDE

Royal Tiger Doyen has an advanced system of heating and ventilation - but there's much more to it than just putting in heaters and ventilators. We've studied the requirements of both passenger and driver carefully and first of all we've reduced the heating and ventilation requirements by fitting tinted double glazing as standard, together with extensive insulation of side walls, ceiling and floor.

The saloon heating system is automatically controlled by the driver and provides a warm, comfortable, draught free interior even with exterior temperatures of -5° . The heaters are mounted beneath the floor and the heat distributed by ducting and fans to ensure even distribution. The system also has 100% recirculation. An electric water pump ensures adequate hot water flow even at low engine speed. To maintain constant temperature stability the system extracts automatically.

The ventilation system picks up air from ducts on the side of the vehicle - avoiding the cold blasts associated with front mounted jet systems especially when the exterior temperature is low. The ventilation is evenly distributed throughout

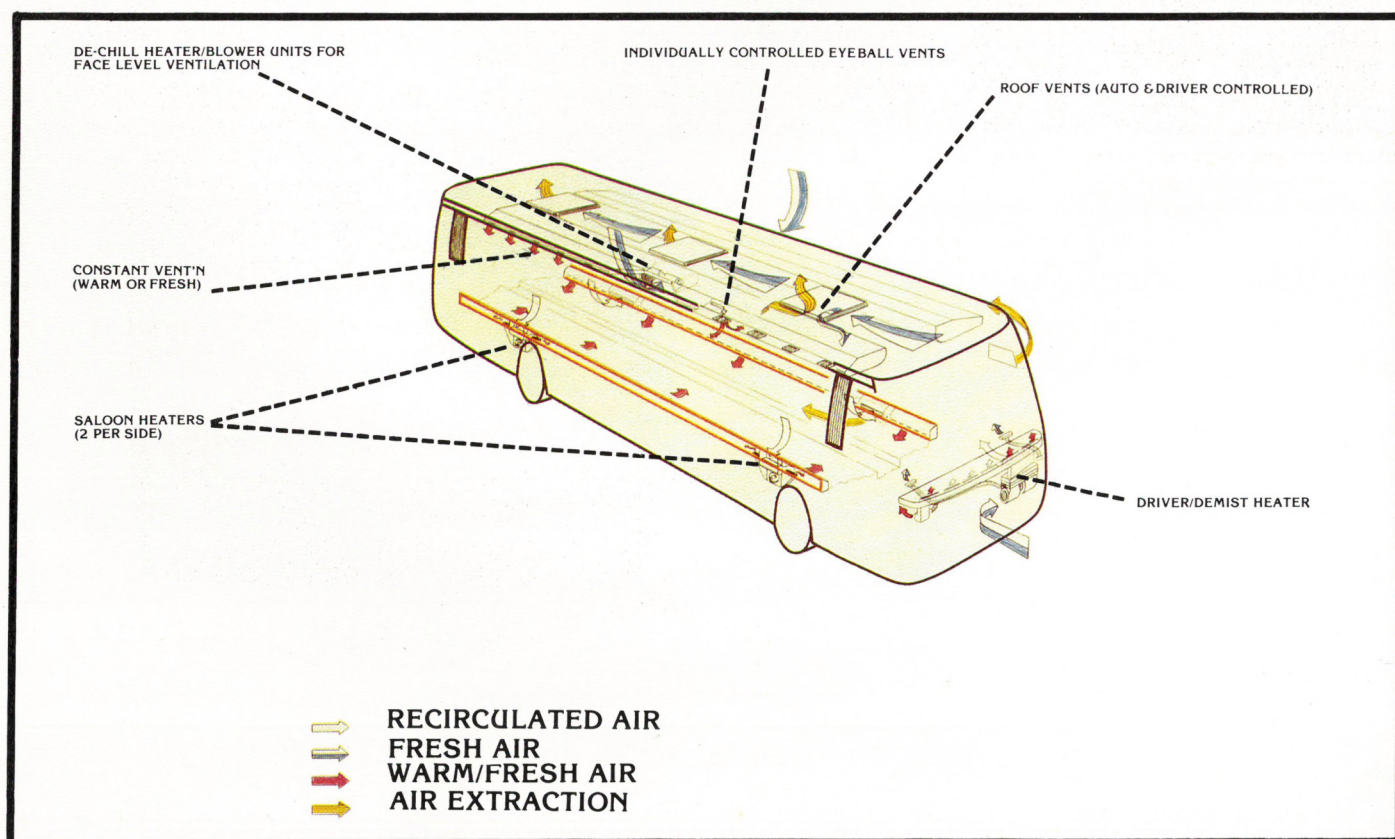
the saloon via duct systems carried down each side of the vehicle. The system provides 35 full air changes per hour. In addition, the vehicle has three driver controlled roof vents - instead of inconvenient passenger opened hatches - and a full air supply to the individual passenger air vents. With roof vents fully open 100 air changes per hour are achieved.

We've not forgotten the driver either. Individual systems under his control provide quick demist and defrost of the complete screen, side window and door; control of heating to the front end of the saloon, courier position - and of course to his own feet.

The driver can also adjust the ventilation to the front end of the vehicle without affecting the rest of the saloon and finally there are adjustable face level vents built into the driving module.

In addition to the advanced heating system, an auxiliary heater is also provided for pre-heating the saloon interior and to avoid the need to run the engine when the vehicle is stationary.

Whether its cold or hot outside - its always comfortable inside whether you're a passenger, the courier, or the driver.





COME ABOARD WITH EASE

Boarding Royal Tiger Doyen is easy - what more would you expect from Leyland. We have always paid special attention to entrances and exits.

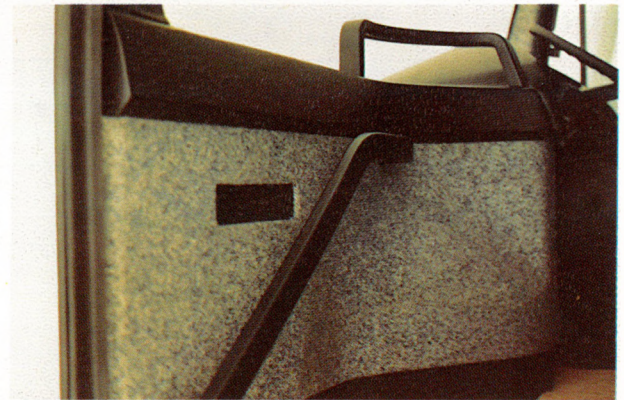
The large double glazed plug door - with optional toll pay window, moves right back leaving the full entrance width for boarding. There are three flat, well proportioned non-slip steps into the vehicle and then a small step on to the flat gangway right through. No extra steps or ramps.

Grab rails positioned - as you would expect following our ergonomic studies - just where they are needed - shaped to suit your hands and covered in non-slip material.

The courier seat is built into the front nearside decency screen. The seat folds down and can be fitted with a seat belt to comply with Tempo 100. The courier call light and microphone are mounted on the front fascia where they can be reached without leaving the seat.

Royal Tiger Doyen can also be supplied with Continental type emergency exit which can double as a second entrance/exit.

Come aboard with ease.







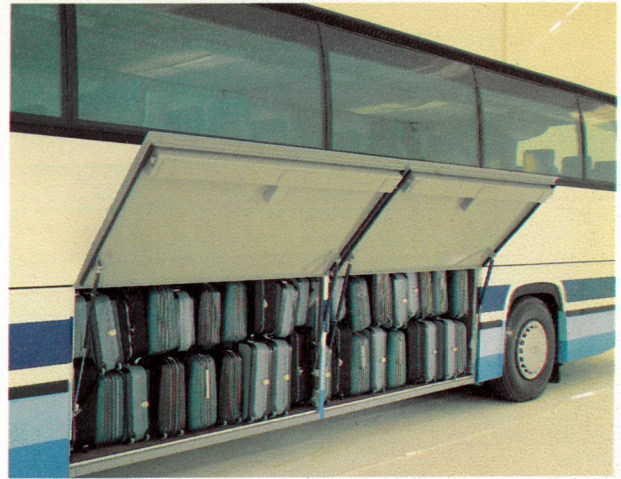
BIG ENOUGH FOR EVEN THE KITCHEN SINK

Enough luggage space - a constant problem for the operator. All sorts of claims are made by coach manufacturers about the amount of luggage space available. We won't make any claims for Royal Tiger Doyen we will simply say that the vast luggage space between axles will swallow two large suitcases for every passenger - whatever the seating combination - and leave room to spare. Virtually every cubic inch available is useable luggage space.

All the doors lock and are connected to a warning buzzer - no driving off with a locker door open. The doors hinge up out of the way leaving a flat easy to load space and the whole bay is illuminated.

There is even space in the luggage bay to house the lightweight step ladder for screen cleaning, the tools, jack and all the other equipment your driver carries to keep his coach clean and tidy.

Naturally when mid-position sunken toilet or supplementary heating systems are fitted some luggage space is surrendered.





KEEPING IN CHECK

Access whether it be for daily checks, routine servicing or maintenance is vital. On Royal Tiger Doyen, Leyland Bus have kept that very much in mind. All the side flaps down the complete length of the vehicle lift up on gas struts, well out of the way.

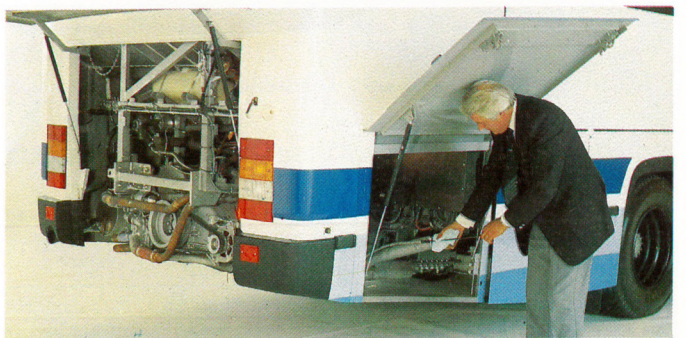
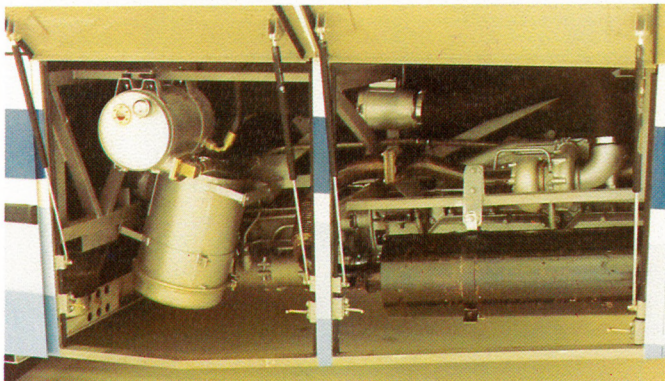
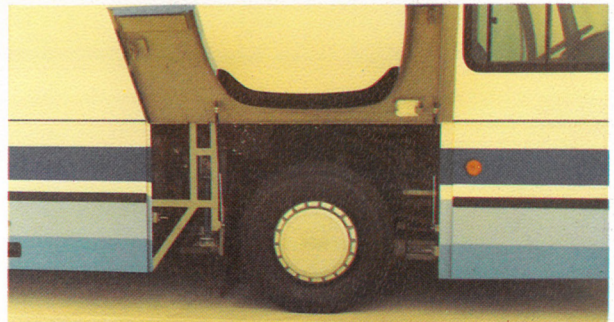
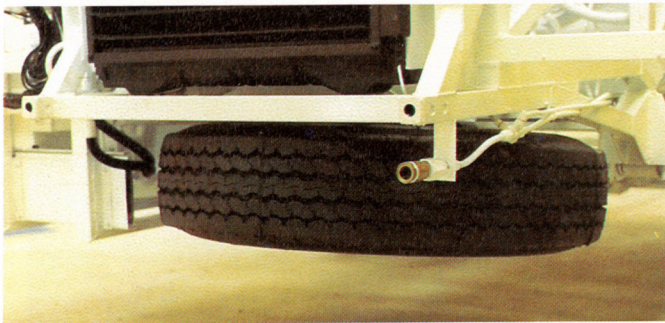
Daily checks are simple - engine oil etc, accessible through rear offside valance, water level through rear engine door - even though the vehicles has a front mounted radiator, washer bottle by lifting the nearside wheel valance and fuel fillers on both sides.

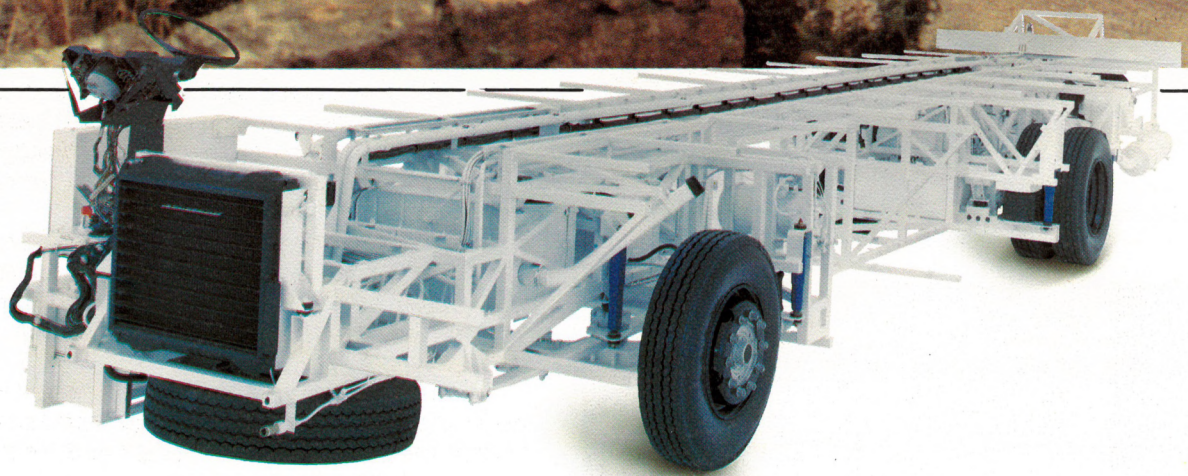
For servicing of suspension, brakes, wheels and tyres all wheel arch valances can be lifted. For servicing of the engine and transmission the rear nearside and offside valances and the complete rear door lift out of the way providing virtually total access.

The front panel lifts out of the way for access to radiator etc.

Electrics are grouped into a panel on the front offside with access again by lift up flap. This also reveals the batteries carried in a pull-out carrier.

The spare wheel on the vehicle is carried at the front beneath the radiator with access from the front after the bumper mid-section has been removed. This also reveals the towing eyes.





BENEATH THE SURFACE

The heart of Royal Tiger Doyen lies under the skin. A massive space frame structure made up from welded cold formed steel tube. The tubes are sealed and extensively corrosion treated by the Mebon process to provide a minimum 10 year life. The structure design although having maximum strength is light in weight and has been subjected to thousands of hours testing at Leyland's sophisticated Research and Development Centre - tested way beyond the requirements of a normal operating life. Important features are the design of the front end giving maximum security to the driver in the event of frontal impact, the ring frame structure pre-empting pending roll-over legislation and ensuring adequate passenger survival space, and the strong bracing of the sides together with one piece stretched welded steel side panels giving great strength even when side-swiped.

External corrosion protection is provided by the body sealing system and the two pack acrylic paint finish giving complete metal protection and a hard, high gloss finish.



Let's look at the mechanical side. The engine is the renowned miserly Leyland TL11H mounted at the rear and developing 245 bhp at 2100 rev/min and massive torque right across the speed range peaking at 715 lbf ft at 1300 rev/min.

Transmission is either the Leyland Hydracyclic five speed fully or semi-automatic unit with integral hydraulic retarder operated by a hand control on the driving console or the ZF S6-80 six speed synchromesh unit with 14 in twin plate clutch and Telma electro-magnetic retarder, again hand operated.

The heavy duty rear axle of 11 ton capacity is suspended by the familiar Tiger type H frame with four wide spaced, low frequency air bellows each with its own damper.

The front axle is a 6.5 ton 'I' beam suspended like the Olympian with two massive trailing links and two wide spaced air bellows each with its own damper.

Braking is full air dual circuits to comply with EEC directives and with spring parking brakes. Wheels are spigot mounted and 11.00 x 22.5 M rated tubeless tyres are standard.

Integral power steering is fitted, giving smooth positive control even at full gvw at slow speed.

The cooling system features a large front mounted radiator with thermostatically controlled hydraulic fan. Kysor shutters are also fitted.

You will note that all services between the front and rear of the vehicle are carried in ducts down each side of the gangway out of harm's way, and where they can be easily reached.

Fuel tanks are mounted between the frame over the front axle and the twin interconnected tanks can be filled from either side of the vehicle and have a capacity of 88 gal (400 litres).

Royal Tiger Doyen - a combination of outstanding design technology, modern techniques and materials and tried, tested reliable components.

What more would you expect from Leyland Bus.

DATA	Royal Tiger Doyen
	12m Integral rear engined coach
	gvw 16 tons
	Wheelbase : 6.05m
	Overall length 12m
	Overall width 2.5m
	Overall height 3.42m

Leyland - means total product support

When you buy a Leyland Coach you have a lot going for you. Not only is the product carefully designed, engineered and manufactured, but it operates with maximum reliability and economy. But Leyland support goes much further - our aim is to give you service right from the start. Take buying your coach chassis - we have five regional offices at Bristol, London, Leeds, Glasgow and St. Helens - as well as at our HQ in Leyland where trained staff can assist you in deciding your precise requirements. Our coaches are distributed from five outlets owned by the country's leading dealers who generally have standard chassis in stock and can discuss trade-ins/finance etc.

After your coach has been bodied and before you take it from the bodybuilder we will have given it a thorough pre-delivery inspection. It is then eligible for a free 1000 mile service at any of our Coach Service Centres and is backed by a one year unlimited mileage warranty.

We have a comprehensive service back-up throughout the UK and Europe. In the UK we have five regional service engineers operating under our Coach Service Operation and 27 Coach Service Specialists strategically located on main coaching routes. Some of these, such as Nottingham, are our own facilities and others are widely respected independent companies specialising in service: but all have to conform to our stringent standards on facilities, equipment, trained staff, spares stock holding, recovery etc. We also run extensive training courses for your own mechanics on all the models, and associated vehicle systems.

Even the finest vehicle can break down and when it does you need help fast. Our service network is there to do just that. In addition we have Linkline, and emergency service whereby your driver has only to ring Freefone 2353 and instantly we will set to work to sort the problem. If it is parts that are needed we have massive stocks at all our Service Centres and at our new computer controlled warehouse at Chorley. A 24 hour VOR back-up service is available if one of our service centres does not have the part you require.

Additionally we have a system for analysing vehicle expenditure - SAVE - which can be of great assistance to your fleet planning. We call the total support service we offer "Co-Driver"- it's there to assist you.

A comprehensive directory listing all our UK Coach Service Centres, distributors, regional sales, service and parts offices and European service contacts is freely available through any of our distributors, service specialists, regional offices or the Coach Service Department at Leyland.



For further information contact:
Leyland Bus,
Bow Lane, Leyland, Preston, PR5 1SN.
Phone: 07744 24241 Telex: 677320

This literature is descriptive of the basic Leyland coach range. The Company (Leyland Vehicles Ltd) reserve the right to change the specifications, dimensions or designs of the vehicles shown, described or referred to herein at any time and without prior notice. Every reasonable effort is made to ensure that the Company's publications are up to date but nothing shown, described or referred to herein should be regarded as an infallible guide to the materials, specifications, dimensions, design price or availability of any particular vehicle, nor does this publication constitute an offer for the sale of any particular vehicle. All chassis and parts are sold subject to the Company's terms and conditions of business. The Company's sales staff will always be pleased to advise customers of the latest information relevant to Leyland coaches.