

NEOMAN BUS GMBH

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airliner

AIRPORT APRON BUS

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A company of the MAN Group

N092007_E_PER
Subject to technical changes. Optional equipment on request.
THIS VEHICLE IS BUILT FOLLOWING THE EC 2001/85 BUS AND COACH DIRECTIVE.
Illustrations may show optional equipment that is not part of the standard specification.



NEOPLAN
VIP CLASS

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VIP CLASS

THE
highflyer

OF THE AIRPORTS AROUND THE WORLD

Moving more and more passengers in increasingly less time – that is the challenge placed on large airports today. To ensure there is no turbulence between check-in and lift-off, thousands of passengers have to find their way from the gate to the aeroplane and back again every day without trouble. No problem with airport apron buses from NEOPLAN! The spacious “flight escorts” can also cope with high passenger volumes reliably and quickly. Their comfort, the inspirational design and safety without compromise have made NEOPLAN the global market leader at airports for decades.



NOT JUST

the first

BUT ALSO THE BEST – FOR ABOUT 50 YEARS NOW

When Neoplan built the very first airport apron bus in 1960, the rest of the world was still in the starting blocks with “normal” standard buses. Even despite the totally different operating conditions: The journeys are very short. And all passengers board and alight the vehicle almost at the same time. Boarding and alighting is therefore also the most time-consuming element of the transportation period. Gottlob Auwärter spotted this – and built a bus that conquered the world. It still sets the standard for airport apron buses today.



1960

Even the very first airport apron bus is designed like a low loader: One level passenger platform, wide, stepless entrances – and a floor height of just 350 mm.

1964

The new rear axle with springs makes the journey even more comfortable – and airports around the world are way ahead of the rest with the new unique Neoplan.

1972

Larger vehicles demand greater capacity: At 12.50 m long and 3.75 m wide the TR40 made in Stuttgart sets new standards – in 75 countries of the world.

1977

Bob Lee, designer of the Centroliner, the Cityliner and the multi-award winning Starliner, gives the TR40 a new face.

1981

The “Galaxy lounge” double-decker, specially manufactured for a customer in Djaddah, achieves a new dimension: space for 340 passengers.

1991

With great success, Neoplan presents the first airport apron bus with two ends in Hong Kong, Abu Dhabi and Vienna.

1992

World premiere of new airport apron bus produced since 1993: To date, Neoplan has sold more than 1.200 of the continually improved N9012, N9040 and N9022 models around the world.



NEOPLAN SETS OFF WITH

innovative

TECHNOLOGY

GOOD ENTRANCE. PLEASANT JOURNEY.

Through the 1.35m wide doors of the Neoplan, lots of passengers can gain access to the bus at once without any crowding. And to make sure this can be done with even greater comfort, the airport apron bus even "kneels" down for its passengers: The kneeling function lowers the entrance/exit by 70 mm. You can't begin the journey any more comfortably.

THE NEOPLAN HIGH-LIGHTS

The dynamic, futuristic styled headlights give the airport apron bus the typical Neoplan look.

POINT LANDING: THE COCKPIT DESIGN

The cockpit brings individual desires right to the point: with instruments that can be adjusted in height and tilt for the individual expectations and requirements of the driver, or even a "rearview camera" as an optional extra for unimpaired view to the rear at all times.

The air conditioning system of the airport apron bus is driven directly by the main engine. This saves space and improves the view into the passenger compartment and all round visibility for the passengers. Of course, it is also possible to retrofit an air conditioning system at any time to provide a pleasant stream of cooled air in the bus for mainly hot countries. All ancillaries can be accessed quickly and easily via large service flaps. Result: Maintenance is minimised – and you can bring your buses back into service faster.



A "SPACE GLIDER" FOR YOUR PASSENGERS

Thanks to the generously proportioned windows, the driver and passengers have outstanding all round vision. The interior offers plenty of room and luggage space; optional LCD monitors entertain and inform the passengers underway. In this way, this generously sized "space glider" assures a comfortable start even with high passenger volumes.



PROGRAMMABLE MATRIX DISPLAY

The matrix display can be used to indicate the flight number and destination airport, for example, or even the latest weather on arrival.



PRACTICAL WHEELCHAIR RAMP

Wheelchair users, parents with prams/buggies and other passengers with disabilities are provided with the means to board and alight more easily thanks to a ramp.



ADDITIONAL OUTWARD OPENING SWIVEL DOORS

Comfortable and fast boarding and alighting: The Airliner is also available with four or six outward opening swivel doors.

LOTS OF EXTRAS, ALL ABOARD:

options,
WELL WORTH THEIR PRICE

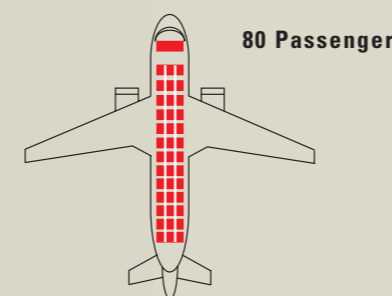
Rome or Vladivostok? Hot or cold climate? High or low passenger volume? In addition to a comprehensive range of standard equipment and two different types of engine, the Airliner offers you the right extras for all areas of use: Air conditioning, auxiliary heater, diesel preheater...all aboard.

- Wheelchair ramp**
- Fuel system:** Thermoline 24V/300W diesel preheater
- Additional spare tyre**
- "Blaupunkt" radio** with CD player and amplifier in the cockpit
- "Blaupunkt" PA system** with microphones in the driver's cabin and passenger compartment
- Air conditioning system:** Carrier Süttrak AC 738 (passenger compartment) and/or AC 403 (driver's cabin)
- Parking heater:** Webasto Thermo 350 (with timer and four additional heaters in the wheel housings of the rear axle)
- ELDI coolant circuit heater** 400 V/9.8 kW with left flap on passenger bench seat
- Insulation:** Additional frost insulation and insulated washer water reservoir
- Doors:** 4/6 outward opening swivel doors
- Door control/emergency valve**
- Co-driver's seat:** Vogel ECO 010 without lap belt
- Rear seats**
- Wheel housing seats (4/8)**
- Additional surround lights**
- Matrix display**
- Vehicle lettering / decals** (as per specification)
- Paintwork:** 2 colour or metallic/3 colour/ RAL no.

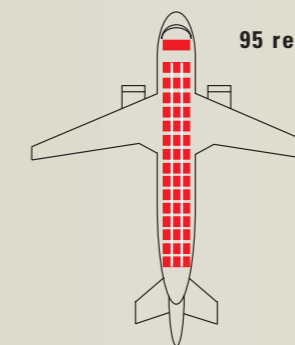
CAPACITIES

of models

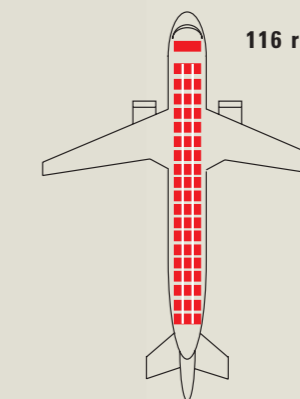
N9112K, N9112, N9112L, N9122, N9122L



80 Passenger



95 resp. 110 Passenger



116 resp. 136 Passenger

CAPACITIES

	TYP N9112K*	TYP N9112	TYP N9112L	TYP N9122	TYP N9122L
Seats (driver + passengers)	1 + 5	1 + 5	1 + 5	1 + 6	1 + 6
Standing area in m²	15	18	21	22	26
Standees by 4 pers./m²	60	72	84	88	104
Standees by 5 pers./m²	75	90	105	110	130
Max. passenger capacity	75	80	110	116	136

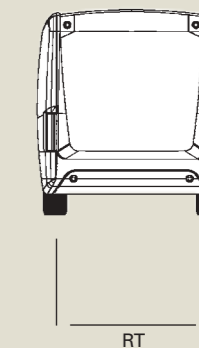
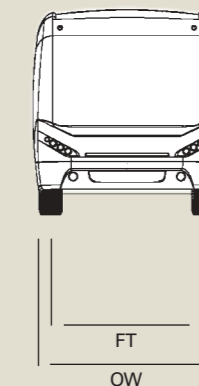
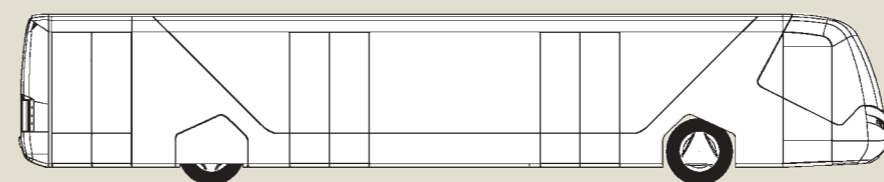
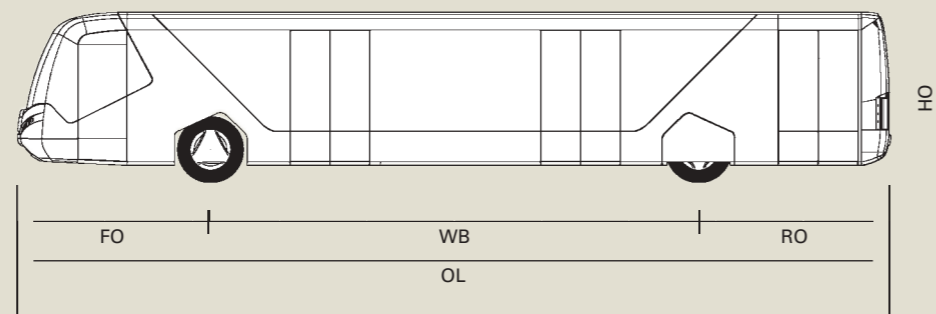
* The N9112K model is also available as a VIP version with lounge character.

TECHNICAL DATA

airliner

N9112K, N9112, N9112L, N9122, N9122L

MAIN DIMENSIONS IN MM:	N9112K	N9112	N9112L	N9122	N9122L
Overall length (OL)	11,946	13,283	14,720	13,283	14,720
Vehicle width (OW)	2,750	2,750	2,750	3,170	3,170
Overall height with A/C (OH)	3,000				
Front overhang (FO)	3,270				
Wheelbase (WB)	5,436	6,773	8,210	6,773	8,210
Rear overhang (RO)	3,240				
Front track (FT)	2,146				
Rear track (RT)	2,204	2,204	2,204	2,538	2,538
Front axle width	2,386				
Rear axle width	2,462	2,462	2,462	2,796	2,796
Ground clearance	200				
Entrance height (kneeled)	350 (280)				
Door height	2,090				
Door width	1,350/1,180				
Inner height	2,380				
Inner width	2,650	2,650	2,650	3,050	3,050
Aisle width	600	600	600	930	930



WEIGHTS IN KG

Total (unladen)
Front
Rear
Total

TYP N9112K*

TYP N9112

TYP N9112L

TYP N9122

TYP N9122L

11,600

12,200

13,000

13,000

13,500

9,000

9,357

10,200

10,200

11,846

9,000

9,357

10,200

10,200

11,846

18,000

18,750

20,400

20,400

23,690

DRIVING CAPABILITIES

Turning-circle diameter
Angle of approach
Angle of departure
Max. speed in km/h

22,600

26,478

30,434

26,760

30,720

4 degrees

4 degrees

4 degrees

4 degrees

4 degrees

4 degrees

4 degrees

4 degrees

4 degrees

4 degrees

40

40

40

40

40

* The N9112K model is also available as a VIP version with lounge character.

TECHNICAL DATA OF

components

N9112K, N9112, N9112L, N9122, N9122L

ENGINE

MAN D0836 LOH52, Euro 4, 177 kW @ 2300 rpm. Cylinder arrangement: 6 cylinders, vertically in line; bore/stroke 108/125 mm; displacement 6,871 cm³, Torque: 925 Nm @ 1200–1800 rpm; compression ratio: 17.4 : 1. Vertically front mounted, water-cooled, four-stroke diesel engine with direct injection, exhaust-gas turbocharging and intercooling. Electronically controlled diesel injection (EDC). Low noise, environmentally compatible; engine oil cooler: integrated in engine lubrication system

GEARBOX

VOITH D851.3E (3-speed); automatic gearbox with integrated retarder

COOLING AND INTAKE SYSTEM

COOLING SYSTEM: Radiator in front of the engine. Thermostatically controlled water cooling. Electronically controlled viscose coupling fan;

INTAKE SYSTEM: Dry air filter with vacuum indicator

AXLE

REAR AXLE: NEOPLAN axle with KESSLER LO 81 wheel head. Independent suspension;

FRONT AXLE: KESSLER LT 51 PL 377. Planetary rigid driven steering axle gear Ratio: $i = 7.33$

SUSPENSION

ECAS-controlled air suspension. Kneeling device on both axles and both sides. Bellows FA 2, RA 2; shock abs. FA 2, RA 2; level control valves (for 9012 and 9012L) FA 2, RA 1

WHEEL RIMS/TYRES

Four disc wheels, size 13.00x22.5ET 100 (9.00x2.00.5 ET 108).

Four tyres size 315/80 R22,5 for N9112K and N9112, 385/65 R22,5 for N9112L and N9112, 425/65 R22,5 for N9122L

STEERING

Ball-and-nut power steering with integrated hydraulic power assistance unit. Model ZF 8098, 4-spoke steering wheel, dia. 450 mm. Steering column height and inclination adjustable

BRAKE SYSTEM SERVICE BRAKE (FRONT/REAR AXLES)

Dual-circuit air-actuated simplex drum brake system acting via diaphragm cylinders. Brake system conforms to EU and ECE directives

AUXILIARY AND PARKING BRAKE: Acts without linkage on non-driven axle via spring-loaded cylinders

HALT BRAKE: Acts with reduced pressure on service-brake part of non-driven axle. Brake units with asbestos-free brake linings. Brake lines made of plastic, in engine area made of steel

COMPRESSED-AIR SYSTEM

Gear-driven 2-cylinder compressor with water-cooled cylinder head. Output at 12 bar (8 bar for braking system). Twin cartridge air dryer

FUEL SYSTEM: 190 l tank including water separator

STRUCTURE/FRAME

Monocoque structure with low-floor frame, made out of square tubes in steel quality M22 (bus builder quality), all sections welded. Electro-static corrosion treatment of structure and steel parts. Floor section undercoating

AIR-CONDITIONING

Sütrak Carrier air-conditioning unit AC738; 1 compressor, belt driven

ELECTRICAL SYSTEM

Voltage 24 V; alternators: 1 x 28 V / 120 A, A/C bus 2 x 28 V / 120 A, low-maintenance 2 x 12 V / 180 Ah batteries. Electric battery main switch. Automatic fuses. Mechanical battery isolator switch. Head light system with 2 low beam headlights, 4 halogen high beam headlights and 2 fog lights. Signal horn, rear warning system

INSTRUMENTS/GAUGES/EQUIPMENT

New ergonomic dashboard. Electronic speedometer. Multi-function stalk switch. Central monitoring lamps, display bar for brake reservoir pressure, fuel reserves, coolant temperature and oil pressure. Radio, inter-phone loudspeaker system

Our vehicles complying with the Euro 3 emissions standard are still available!