

MAN BUS CHASSIS.

Quality meets efficiency - more flexible than ever.



A SOLID FOUNDATION FOR YOUR REQUIREMENTS.

In times of rapid change, one thing remains constant: MAN is your strong partner for flexible solutions. As one of the world's leading manufacturer of commercial vehicles, MAN combines the highest level of expertise with maximum efficiency - a concept that has proven itself worldwide.

Our high-quality bus chassis meet all requirements and areas of application, offer you maximum flexibility and enable you to hold your own in the bus market. Proven MAN quality offers a solid foundation for your business success.



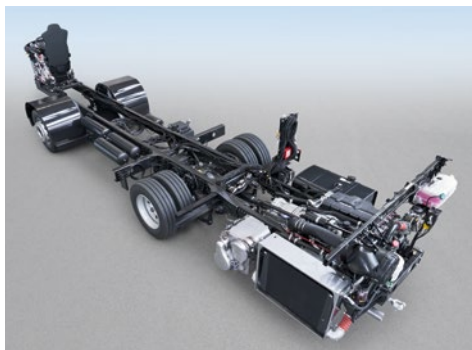


MAN BUS CHASSIS WITH DIESEL DRIVE.

LOW-ENTRY CHASSIS

Suitable for single decker city and intercity bus bodies with step-free entry.

- **Body length:** 10.5 to 12.8 metres
- **Engine power output:**
250 hp to 360 hp, Diesel
- **Emissions category:** Euro 6



FRONT-ENGINE HIGH-FLOOR CHASSIS

Versatile chassis for single decker coach, intercity bus and high-floor city bus bodies.

- **Body length:** 12 to 27 metres
- **Engine power output:**
240 hp to 390 hp, Diesel
- **Emissions category:** Euro 3



HIGH-FLOOR CHASSIS INTERCITY

Suitable for single decker intercity bus and high-floor city bus bodies, as well as simple coach bodies; provides plenty of space for a luggage compartment.

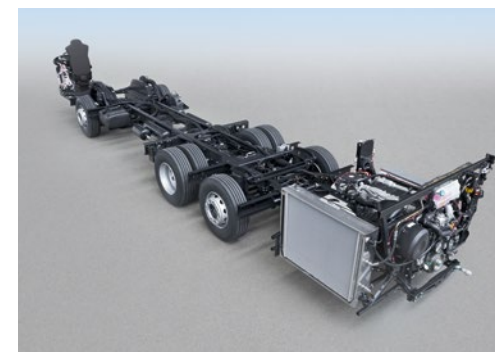
- **Body length:** 10.35 to 13.2 metres
- **Engine power output:**
250 hp to 360 hp, Diesel
- **Emissions category:** Euro 6
- **Body height:** up to max. 3.6 metres



HIGH-FLOOR CHASSIS COACH

Suitable for powerful single and double decker coach and intercity bus bodies; provide plenty of space for a luggage compartment.

- **Body length:** 10.35 to 14.6 metres
- **Engine power output:**
350 hp to 520 hp, Diesel
- **Emissions category:** Euro 3 to Euro 6
- **Body height:** up to max. 4.2 metres



MAN BUS CHASSIS WITH ELECTRIC DRIVE.

LOW-FLOOR CHASSIS BEV

MAN Lion's Chassis E LF

Suitable for single decker city bus bodies with step-free floors throughout.

- **Body length:** 12 metres
- **Engine power output:**
160 kW / 240 kW (peak)
- **Battery capacity:** up to 445 kWh with 5 battery packs



HIGH-FLOOR CHASSIS BEV

MAN Lion's Chassis E HF
For MAN Lion's Explorer E.

- **Body length:** 12 metres
- **Engine power output:**
160 kW / 240 kW (peak)
- **Battery capacity:** 320 kWh with 4 battery packs



RELIABLE IN EVERY SITUATION.

MAN bus chassis are equipped with numerous state-of-the-art assistance systems to ensure maximum safety on the road.

Electronic Braking System (EBS)

Rapid brake intervention and the anti-lock braking system significantly increase braking safety. The integrated traction control system prevents the drive wheels from spinning and reduces wear.

MAN BrakeMatic with Maximum Speed Control and Cruise Control

The MAN BrakeMatic continuous braking system ensures that the brakes are applied automatically as soon as the driver presses the brake pedal. Cruise Control enables the driver to precisely maintain a set speed, which increases safety, especially on steep gradients.

Emergency Brake Assist (EBA)

The Advanced Emergency Brake Assist* system detects emergency braking situations, warning the driver in good time. If the driver does not react, the system initiates emergency braking and activates the emergency stopping signal (ESS), in addition to the brake lights. Cyclists and pedestrians are also reliably detected. The hazard warning lights signal the emergency situation to other road users and thus reduce the risk of a rear-end collision.

Active Lane Keeping Assist

The Active Lane Keeping Assist helps the driver to keep the vehicle in its lane and assists with steering interventions if necessary. If the driver inadvertently crosses a lane marker, the system alerts the driver via a driver seat vibration or an acoustic signal.

Adaptive Cruise Control (ACC) / ACC Stop & Go

Depending on the distance to the vehicle in front, the vehicle's speed is regulated and kept constant by subtle braking interventions of the retarder. The ACC Stop & Go function offers the driver a high level of comfort even in traffic jams. In slow-moving traffic, the car brakes to a standstill (up to 2 seconds) and then automatically restarts.

MAN AttentionGuard

The MAN AttentionGuard* helps minimize the risk of accidents by detecting the first signs of lack of concentration and overtiredness at an early stage and warning the driver by means of a visual and acoustic signal.

Lane Change Assist

This system* warns drivers of impending collisions with other vehicles when changing lanes. The acoustic and visual warning is given as soon as the system detects a parallel moving object or one approaching at high speed from behind.

MAN Turn Assist

If your Coach is driving through towns, the radar-based, active warning system Turn Assist* defuses critical situations at intersections. This system actively warns the driver of dangerous situations and impending collisions visually as well as acoustically using a warning signal if other road users are in the vicinity of the vehicle sides or directly in front of the vehicle.

Lane Return Assist

If the vehicle threatens to leave the specified lane, Lane Return Assist* warns the driver by means of visual and haptic or acoustic signals. In addition, the system automatically and carefully steers the vehicle back into the lane.

Traffic Jam Assist

In traffic jam situations, Traffic Jam Assist** steers behind a stopped vehicle, brakes to a standstill and starts up again by itself. This avoids a close approach and reduces the risk of collision.

MAN High Beam Assist

MAN High Beam Assist* adjusts the vehicle's low beam and high beam to the brightness of day and night and ensures that other road users are not inadvertently dazzled. At the same time, it increases the visibility of one's own vehicle and reduces strain on the drivers, who can concentrate better on the traffic as a result.



Find out more about
our assistance systems

* Within the limits of the system.

** As the Traffic Jam Assist is an assisting system, the driver must always be ready to steer and keep his hands on the steering wheel.

CUSTOMISED DRIVELINE.

The MAN bus chassis feature a smart, highly efficient driveline and fuel-saving assistance systems. With more engine power and lower emissions, MAN is setting new standards.

Our high-torque common-rail engines offer an optimum balance between efficiency, performance and environmental friendliness. With engine variants from 250 to 520 hp, MAN offers a flexible and clean engine portfolio for all areas of application - whether in the city, in the country or on the road. In addition to highly efficient diesel engines, we also offer powerful natural gas engines and an electric central engine with a maximum output of 240 kW for our city bus chassis.



Electric engine P160



D20 / D2676
Engine for coaches

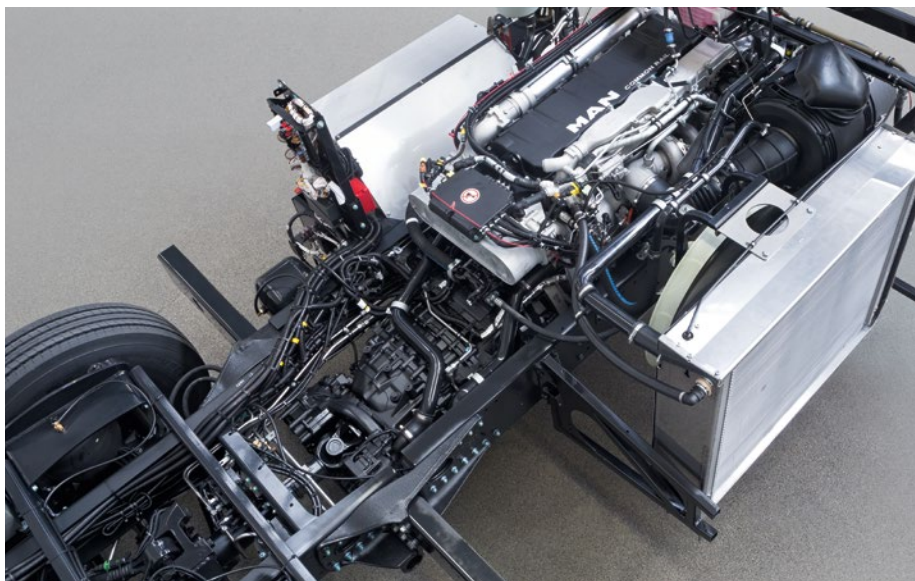


D1556*
Engine for city and intercity buses



D0836*
Engine for city and intercity buses

COMFORT THAT HELPS YOU STAY EFFICIENT.



Intelligent transmission.

MAN offers a choice of two gearboxes that increase driving comfort and save fuel at the same time - perfect for city and off-road driving.

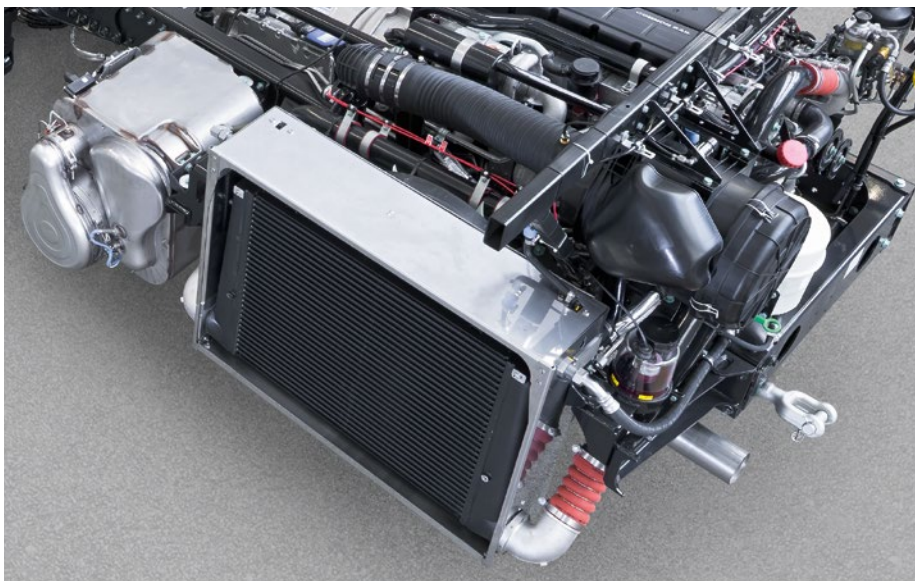
Our automatic gearbox, suitable for engines from 250 hp to 480 hp, impresses with improved shift quality and smooth, quiet gear changes. Thanks to the improved retarder performance, fuel consumption is also significantly reduced.

The **MAN TipMatic**, suitable for engines from 280 hp to 520 hp, offers reduced interior noise and lowers fuel consumption in coaches. Thanks to Smartshift, gear changes are quick and convenient. Excellent starting characteristics and an optimised manoeuvring mode add to the driving pleasure. Improved retarder braking power of up to 500 kW reduces brake wear and, as with the automatic transmission, significantly reduces fuel consumption.



Outstanding driving comfort.

The state-of-the-art MAN axles offer maximum driving comfort, which the driver and passengers feel immediately. Whether rigid axle or independent suspension - both axle types are instantly convincing and make manoeuvring with small turning circles easier. The excellent suspension ensures a pleasant ride even over long distances. Easy to maintain, MAN axles offer added comfort.



Stay cool at all times.

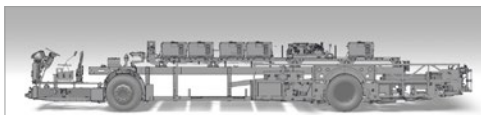
The fold-out intercooler is extremely reliable and well designed. Not only does it provide easy access to all critical areas, it is also extremely easy to service and operate. The engine is always reliably cooled by the easy-to-clean intercooler. As a result, the service life of the engine is significantly increased. This means that both the engine and the mechanic can keep a cool head at all times.



Digital cockpit.

The digital cockpit has a 12-inch digital display and can be easily adjusted to suit a wide range of needs. The multi-function steering wheel can be adjusted in height and angle to ensure a perfectly ergonomic workplace. In addition, all controls are positioned so that they are easy to reach from a comfortable driving position and do not distract the driver's attention from the road ahead.

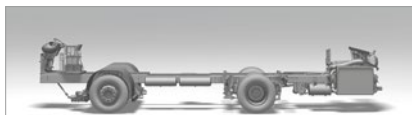
LOW-FLOOR CHASSIS



Low-Floor Chassis BEV CL2

| | | |
|---------------------------|------------------------|---|
| Dimensions | Body length | 12.00 m |
| | Chassis wheelbase | 5,875 mm |
| | Overhang, front | 2,553 mm |
| | Overhang, rear | 3,383 mm |
| | Chassis width | 2,500-2,550 mm |
| Gross vehicle weight (kg) | | |
| | | 19,500 kg |
| Engine | P160 | |
| | E-engine | Continuous output: 160 kW; Peak performance: 240 kW |
| Steering arrangement | | |
| | LHD / RHD | LHD / RHD |
| Gearbox | | |
| | Single-speed gearbox | |
| Axle | | |
| | Front axle | Rigid axle |
| | Rear axle/Centre axle | Portal axle |
| | Trailing axle | |
| Tyres | | |
| | Front axle/Rear axle | 275/70 R22.5 |
| Charging | | |
| | Max. charging power | 150 kW |
| | CCS Type 2 plug | |
| Modular Battery | Depot charging | |
| | | |
| Modular Battery | | |
| | CBP battery technology | 4x 89 (356) kWh; 5x 89 (445) kWh |

LOW-ENTRY CHASSIS



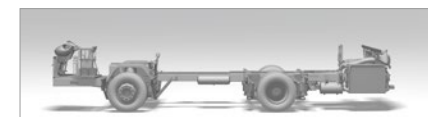
LE 19.xxx (RC2)

| | | |
|----------------------------------|-----------------------------|---|
| Dimensions | Body length | 10,5–13 m |
| | Chassis transport wheelbase | 4,000 mm |
| | Overhang, front | provisional |
| | Overhang, rear | 3,150/3,400 mm |
| | Chassis width | 2,450 mm |
| Gross vehicle weight (kg) | | |
| | depends on tyres | 19,500 kg |
| Engine | D08 | |
| | E6 (SCR) | 184 kW/250 hp; 213 kW/290 hp |
| | D15 | |
| | E6 (SCR) | 206 kW/280 hp; 243 kW/330 hp; 264 kW/360 hp |
| Steering arrangement | | |
| | LHD / RHD | LHD / RHD |
| Gearbox | | |
| | Automatic | ZF Ecolife |
| Axle | | |
| | Front axle | Rigid axle |
| | Rear axle | Hypoid axle |
| Tyres | | |
| | VA/HA | 275/70 R22.5; 295/80 R22.5 |
| Fuel tank | | |
| | Diesel | 2x 150 l (D08), 1x 300 l (D08) |
| | | |
| Electrical | | |
| | Generators | 2x 120 A/opt. 2x 190 A (D15) |

HIGH-FLOOR CHASSIS



High-Floor Chassis BEV RR9 (CIB*)

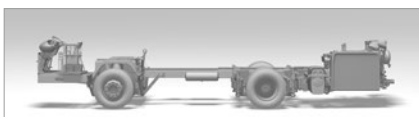


IC 19.xxx (RR8)

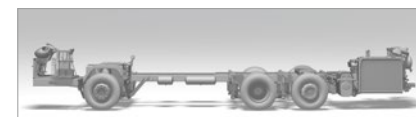
| Dimensions | | |
|---------------------------|------------------------|--|
| | Body length | 12 m |
| | Chassis wheelbase | 6,300 mm |
| | Overhang, front | 2,499 mm |
| | Overhang, rear | 3,194 mm |
| | Chassis width | 2,5 – 2,55 m |
| Gross vehicle weight (kg) | | 19,700 kg |
| Engine | P160 | |
| | E-engine | Continuous output: 160 kW; Peak performance: 240 kW |
| Steering arrangement | | |
| | RHD | RHD |
| Gearbox | | |
| | Single-speed gearbox | |
| Axle | | |
| | Front axle | Rigid axle, indep. front |
| | Rear axle/Centre axle | Hypoid axle |
| | Trailing axle | -- |
| Tyres | | |
| | Front axle/Rear axle | 295/80 R22.5 |
| Charging | | |
| | Max. charging power | 150 kw |
| | CCS Type 2 plug | |
| | Depot charging | |
| Modular Battery | | |
| | NMC battery technology | 4x 80 (320) kWh |

| Dimensions | | |
|---------------------------|-----------------------------|---|
| | Body length | 10.5–13 m |
| | Chassis transport wheelbase | 4,000 mm |
| | Overhang, front | provisional |
| | Overhang, rear | 3,150/3,400 mm |
| | Chassis width | 2,450 mm |
| Gross vehicle weight (kg) | | 19,500 kg |
| | depends on tyres | |
| Engine | D08 | |
| | E6 (SCR) | 184 kW/250 hp; 213 kW/290 hp |
| | D15 | |
| | E6 (SCR) | 206 kW/280 hp; 243 kW/330 hp; 264 kW/360 hp |
| Steering arrangement | | |
| | LHD / RHD | LHD / RHD |
| Gearbox | | |
| | | MAN Tipmatic (D15) |
| | | ZF Ecolife |
| Axle | | |
| | Front axle | Rigid axle, indep. front suspension optional |
| | HA | Hypoid axle |
| | Trailing axle | -- |
| Tyres | | |
| | Front axle/Rear axle | 295/80 R22.5; 315/80 R22.5 (only with indep. front suspension) |
| Fuel tank | | |
| | Diesel | 480 l + opt. 200 l - Indep. front suspension |
| | | 300 l/opt. 2x 220 l |
| Electrical | | |
| | Generators | 2x 120 A/opt. 2x 190 A (D15) |

* CIB = CHASSIS IN THE BOX



CO 19.xxx (RR2/RR3 CIB*)

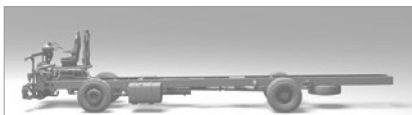


CO 26.xxx (RR4/RR5 CIB*)

| Dimensions | | | |
|----------------------------------|-----------------------------|--|---|
| | Body length | 10.5–13.2 m | 12.8–14.6 m |
| | Chassis transport wheelbase | 4,000 mm | 4,500 (+ 1,470) mm |
| | Overhang, front | provisional | provisional |
| | Overhang, rear | 3,400 mm | 3,100 mm |
| | Chassis width | 2,450 mm | 2,450 mm |
| Gross vehicle weight (kg) | | | |
| | depends on tyres | 19,700 kg | 27,050 kg (SD) /27,500 kg (DD) |
| Engine | | | |
| | D20/D26** | | |
| | E3** | 257 kW/350 hp; 316 kW/430 hp | 316 kW/430 hp |
| | EEV (SCR) | 264 kW/360 hp; 294 kW/400 hp; 324 kW/440 hp; 353 kW/480 hp | 264 kW/360 hp; 324 kW/440 hp; 353 kW/480 hp |
| | E6 (SCR) | 324 kW/440 hp; 353 kW/480 hp; 382 kW/520 hp | 324 kW/440 hp; 353 kW/480 hp; 382 kW/520 hp |
| Steering arrangement | | | |
| | LHD / RHD | LHD / RHD | LHD / RHD |
| Gearbox | | | |
| | | MAN TipMatic | MAN TipMatic |
| | | ZF Ecolife | ZF Ecolife |
| Axle | | | |
| | Front axle | Rigid axle, indep. front suspension optional | Indep. front suspension |
| | HA | Hypoid axle | Hypoid axle |
| | Trailing axle | -- | Actively steered trailing axle |
| Tyres | | | |
| | Front axle/Rear axle | 295/80 R22.5; 315/80 R22.5 (only with indep. front suspension) | 295/80 R22.5; 315/80 R22.5 |
| Fuel tank | | | |
| | Diesel | 480 l + opt. 200 l - Indep. front suspension | 480 l + opt. 200 l |
| | | 2x 200 l - Rigid axle | |
| Electrical | | | |
| | Generators | 2x 120 A /opt. 3x 120 A | 2x 120 A/opt. 3x 120 A |

** EOP: 01 - 2026

FRONT-ENGINE HIGH-FLOOR CHASSIS



18.3xx FOCR (HB3)

| | | |
|----------------------------------|----------------------|---|
| Dimensions | Body length | 12.5 m/4x2 solo 27 m (bi-articulated) |
| | Chassis wheelbase | 6,050 mm (axle 1-2)/ 8,375 mm (axle 2-3)/ 7,550 mm (axle 3-4) |
| | Overhang, front | 2,184 mm |
| | Overhang, rear | 3,650 mm |
| | Chassis width | 2,475 mm |
| Gross vehicle weight (kg) | depends on tyres | 18,200 kg 39,500 kg |
| | | |
| Engine | D20 | D20 |
| | E3 | 228 kW/310 hp; 257 kW/350 hp; 287 kW/390 hp |
| Steering arrangement | LHD / RHD | RHD |
| | | |
| Gearbox | | |
| | | ZF 12AS2130/2131 |
| Axle | Front axle | Rigid axle / Air suspension |
| | HA | Hypoid axle / Air suspension |
| | | |
| Tyres | Front axle/Rear axle | 315/80 R22.5 |
| | | |
| Fuel tank | Diesel | 300 l / opt. 400 l |
| | | |
| Electrical | Generators | 1x 120 A / opt. 2x 110 A |
| | | |



26.3xx LL FOCNR (HB4)

| | | |
|----------------------------------|----------------------|---|
| Dimensions | Body length | 13.9 m/22 m (Bus Train 4 axles) |
| | Chassis wheelbase | 6,050 mm (axle 1-2) / 1,350 mm (axle 2-3) / 8,700 mm (axle 3-4) Bus Train |
| | Overhang, front | 2,184 mm |
| | Overhang, rear | 3,750 mm |
| | Chassis width | 2,475 mm |
| Gross vehicle weight (kg) | | |
| | depends on tyres | 26,000 kg / 35,000 kg (Bus Train) |
| Engine | D20 | D20 |
| | E3 | 228 kW/310 hp; 257 kW/350 hp |
| Steering arrangement | | |
| | LHD / RHD | RHD |
| Gearbox | | |
| | | ZF 12AS2130/2131 |
| Axle | | |
| | Front axle | Rigid axle / Air suspension |
| | HA | Hypoid axle / Air suspension |
| Tyres | | |
| | Front axle/Rear axle | 315/80 R22.5 |
| Fuel tank | | |
| | Diesel | 300 l / opt. 400l |
| Electrical | | |
| | Generators | 1x 120 A / opt. 2x 110 A |



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