

FRONT ENGINE BUS RANGE

# Lion's Explorer G2



The Evolution of MAN



# MAN Lion's Explorer Range

# BUS RANGE

## MAN Lion's Explorer Bus Family

It's obvious at first glance that this is a real MAN. Modern but timeless. The successor to the well know Explorer rand of bodies, is designed for African conditions to exacting European standards. The body styling is in line with the MAN Lion's family of City and Intercity buses from Germany.

## MAN—Reliable, Affordable, Innovative and Safe

With the extensive knowledge gained from introducing thousands of reliable Lion's Explorer Bodies to the South African market since 1999, MAN is continuously improving their range, by keeping the customers needs in mind.

## The MAN HB Chassis Range is:

**Reliable**—The well tried and tested Trucknology results in superior reliability and downtime is minimized due to the extended service intervals.

**Affordable**—The chassis range makes use of fuel-efficient D08 and D20 common rail engines. Replacement parts are also readily available at competitive prices.

**Innovative**—MAN Trucknology technology, which has been extensively tried and tested in the TGA range, is incorporated into the MAN HB bus chassis range.

**Safe**—The chassis has many safety features including ABS (anti-lock brakes), ASR (traction control) and EPB (electro-pneumatic brake)

## Heart and Soul

The Lion's Explorer bus body range is fitted to the new, futuristic MAN HB bus chassis range, the latest addition to the 100% Trucknology range from MAN.

## State-of-the-art Driveline

You notice it when you start. You feel it when you accelerate. You experience it on every kilometer you drive. MAN 's powerful common rail diesel engines have the torque and economy to match the exceptional reliability. In combination with the various transmissions (manual, automatic and TipMatic) the engines with ratings from 176kW (240hp) to 265kW (360hp) give the MAN HB bus chassis exceptional driving performance. The common rail injection system is quieter and complies with Euro 3 emission standards.

## The exciting models in the MAN HB chassis range:

HB2-240	18.240 BB FOCR	4x2 chassis with Voith Automatic transmission
HB3-360	18.360 LL FOCR	4x2 chassis with TipMatic transmission
HB4-360	26.360LL FOCNR	6x2 chassis with TipMatic transmission
HB4BT-360	26.360 LL FOCNR	Bustrain (6x2 prime mover) with TipMatic transmission

## The body models available:

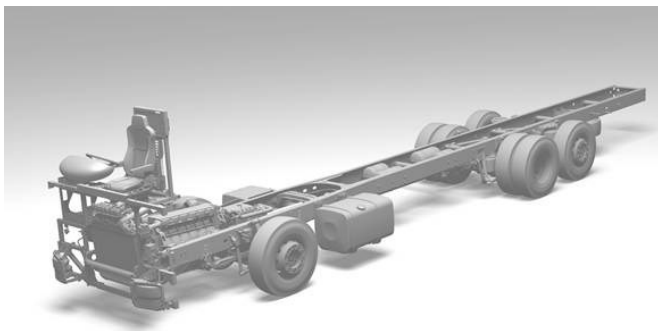
- MAN Lion's Explorer 12.5m bodywork with MAN HB2 and HB3 chassis
- MAN Lion's Explorer 13.9m bodywork on MAN HB4 chassis
- MAN Lion's Explorer 22m Bus Train bodywork on MAN HB4 350 chassis

## Features:

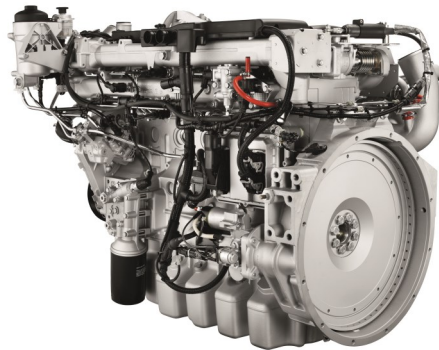
- The D0836 LOH 41 common rail delivers 925Nm of torque at 1200-1800rpm and 176kW of power at 2400rpm on the HB2-240 chassis model
- The D2066 LF 03 common rail engines delivers 1750Nm of torque 1000-1400rpm and 265kW of power at 1900rpm (HB3-360, HB4-360 and HB4BT-360 chassis models)

## The MAN Lion's Explorer body range incorporates:

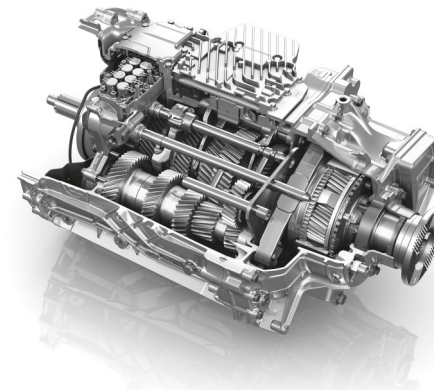
- Innovative modular designs resulting in customization options which meet our customers' individual requirements
- Highest safety standards, complying with all the SABS compulsory standards relating to safety, including body roll-over structural strength, seat strength and anchorage, as well as emergency exit requirements are incorporated
- H7 (high intensity) headlights with LED running strips are fitted as standard to all Lion's Explorer bodies, enhancing safety and night-driving capability



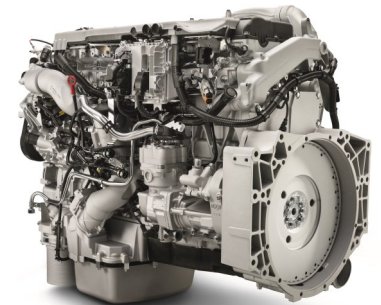
MAN HB4 chassis



MAN D08 Engine



MAN TipMatic Gearbox



MAN D20 Engine

## MAN Lion's Explorer Range

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### Stylish Design

With its attractive appearance and styling, the Lion's Explorer creates a striking all-round impression. Its design is futuristic, retaining the all-important values of safety and comfort for driver and passengers alike. A curve rubber-glazed windscreen and curved rear-view mirrors allow the driver greater peripheral vision and reduce the glare. The front grille design improves airflow for cooling and allows easy access for daily maintenance checks. The body exterior rear panel is uncluttered allowing 'travelling billboard' revenue generating possibilities.

### Safety First

The wider pneumatically operated passenger door has large glass panels for improved driver curb-side visibility and styling. The entrance has adequate passenger handrails and non-slip flooring which will help improve passenger boarding and alighting from the bus. An out-swing step can also be fitted to reduce the first step height to 300mm (optional extra). All doors are interlinked to the park brake as an

additional safety feature. In addition to the EBS 5 braking system, a retarder or intarder (depending on the chassis model) is standard fitment on all MAN HB bus chassis, ensuring that all the chassis braking safety standards are exceeded.

### Travelling in Comfort

The passenger saloon area combines comfort, safety and functional design. Panoramic windows and the use of attractive practical interior finishing materials, create a bright and friendly atmosphere. The many seating options and styles available from our list of recommended suppliers enhance the interior comfort and appearance. The driver's workstation, with its attractive design, is in a class of its own. The controls are logically arranged and within easy reach of the driver, focusing on the central LCD display which incorporates all servicing and diagnostic information. The driver's seat and steering wheel are pneumatically adjustable ensuring the ultimate in driver comfort.





## Exterior Features:

- Body structure 3CR12 (corrosion resistant steel)
- H7 high intensity headlights
- LED rear lights (including stop/park and indicator lights) are vertically mounted on both sides of the rear dome and duplicated on the top of the dom. Incandescent-type reverse lights are mounted in the rear bumper recess
- The three-piece front bumper is manufactured from moulded glass reinforced plastic (GRP)
- Stone guards and mud flaps are fitted behind all wheels
- The one-piece GRP roof design and styling has integrated rain gutters and improved aerodynamics
- The aerodynamic frontal design of the body reduces 'drag' contributing to improved fuel economy
- The front header box is prepared for the future fitment of destination equipment
- Lockable fuel tank flap
- Acid-protected lockable battery compartment, housing the swing-out battery cradle and chassis toll-kit
- Driver's door
- Passenger entrance door - two leaf in-swing door pneumatically operated
- Two rear view mirrors and one interior mirrors
- Hüber articulation and bellow system fitted as a standard on all Bustrains

## Body Optional Extras:

- Bonded windows
- Additional passenger door, rear of the rear wheels
- Slam type air operated door in-lieu of an in-swing type door
- Various underfloor luggage locker configurations are available, each incorporating lockable aluminum doors and interior illumination
- Out-swing step fitted below passenger entrance step assembly
- Wheelchair lift
- LED front mounted destination display
- Additional body colour/ customized paint layouts
- Rear Park Distance control



## MAN Lion's Explorer Range

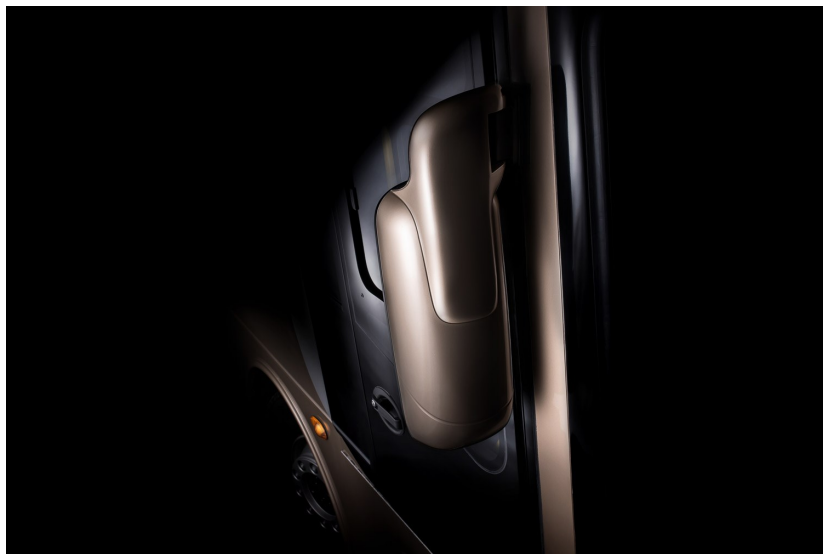
# BUS RANGE

### Interior Features:

- The chassis electrical system is incorporated into the driver's rear partition
- Clearly marked emergency exit windows
- The interior finishes—bodyside and ceiling in formica paneling—front header box and rear interior panel of moulded GRP panels
- Saloon heating—five flush mounted fluorescent lights and bus stop bell pushes, fitted in alternate ceiling bays
- One down light above the driver and one above the passenger entrance are interconnected to the door opening mechanism
- One ceiling handrail and all partitions of 32mm diameter yellow powder coated tubing
- Windscreen demister blower with vents in front dash
- 3CR12 passenger entrance steps trimmed in floor covering
- Ceiling insulated with polystyrene
- Passenger saloon floor in 2mm 3CR12 plate bonded to the under frame structure and trimmed in floor covering
- Emergency escape roof hatches

### Interior Optional Extras:

- Perforated parcel racks
- Parcel racks trimmed in vinyl or cloth to match seat trim
- Driver's nearside enclosure—Tubular type or laminated ply wood GRP with sliding window attached to the driver's rear partition
- Mesh protection for windows attached to the driver's laminated nearside partition
- Interior ceiling with GRP eave panels and centre panel in local cloth—in lieu of formica
- Bodyside curtains with tie backs
- Various seating options available from our list of recommended seat suppliers
- Saloon heating—cove mounted convection heaters
- Forced draft ventilation with jet vents and reading lights
- Air-conditioning—with jet vents and reading lights (HB3 & HB4 only)
- Roof mounted extractor/ventilation unit
- Radio/CD and speakers
- Radio/CD/DVD combo and speakers and two flip-down monitors



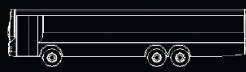
# MAN Lion's Explorer Range

## TECHNICAL SPECIFICATIONS



MAN Lion's Explorer 12.5m bodywork on  
MAN HB2 240hp & HB3 360hp chassis

Vehicle Model	MAN Lion's Explorer 12.5m	
<b>Vehicle Dimensions (HB2 &amp; HB3)</b>		
Length	12.500mm	
Width	2 600mm	
Wheelbase	6 050mm	
<b>Seating Capacity (HB2 &amp; HB3)</b>		
Up to 65 seated passengers		
<b>Vehicle Application (HB2 &amp; HB3)</b>		
City/Commuter/Inter-city		
<b>Engine</b>	<b>D0836LOH41 (HB2)</b>	<b>D2066LF03 (HB3)</b>
Model and arrangement:	6-cylinder, in-line diesel engine, common rail Euro 3	6-cylinder, in-line diesel engine, common rail Euro 3
Maximum Power	176kW @ 2 400rpm	265kW @ 1 000-1 400 rpm
Maximum Torque	925Nm @ 1 200-1 800rpm	1 800Nm @ 1 000-1 400rpm
Displacement (cm <sup>3</sup> )	6 871	11 967
<b>Transmission</b>		
Model and type	Voith DIWA 854.5/Automatic	ZF 12AS2131 DD
Number of gears	4	12
Transmission ratio	6.2 to 0.7	15.86 to 1
Rear axle ratio	6.0:1	3.364:1
<b>Axles</b>		
Front Axle	VOK-08-04	VOK-08-16
Drive Axle	HP-1333	HY-1350-03
Suspension	Parabolic	Air
<b>Brakes</b>		
Brake System	EBS 5	EBS 5
Brake Type	Disc front; Drum rear	Disc front; Disc rear
ABS/ASR/EPB	Standard	Standard
Auxiliary	Voith 120 Retarder/Intarder	ZF Intarder
<b>Fuel Tank</b>	300 litres (left hand side)	
<b>Vehicle Masses</b>		
Manufactures (GVM)	18 000kg	18 000kg
Manufactures (GCM)	19 500kg	22 000kg
Permissible (V)	17 900kg	17 900kg



MAN Lion's Explorer 13.9m  
bodywork on MAN HB4  
360hp

Vehicle Model	MAN Lion's Explorer 13.9m	
<b>Vehicle Dimensions</b>		
Length	13 900mm	
Width	2 600mm	
Wheelbase	6 050mm + 1 350mm	
<b>Seating Capacity</b>		
Up to 79 seated passengers		
<b>Vehicle Application</b>		
City/Commuter and intercity		
<b>Engine</b>	<b>D2066 LF 03</b>	
Model and arrangement:	6-cylinder, in-line diesel engine, common rail Euro 3	
Maximum Power	265kW @ 1 900rpm	
Maximum Torque	1 800Nm @ 1 000-1 400rpm	
Displacement (cm <sup>3</sup> )	10 518	
<b>Transmission</b>		
Model and type	ZF 12AS2131 DD/ TipMatic	
Number of gears	12	
Transmission ratio	15.86 to 1	
Rear axle ratio	3.364:1	
<b>Axles</b>		
Front Axle	VOK-08-16	
Drive Axle	HY-1350-03/NO-08-08	
Suspension	Air	
<b>Brakes</b>		
Brake System	EBS 5	
Brake Type	Disc all around	
ABS/ASR/EPB	Standard	
Auxiliary	ZF Intarder	
<b>Fuel Tank</b>	400 litres (left hand side)	
<b>Vehicle Masses</b>		
Manufactures (GVM)	26 000kg	
Manufactures (GCM)	33 000kg	
Permissible (V)	25 400kg	



MAN Lion's Explorer Bustrain  
22.0m bodywork on MAN  
HB4BT 360hp chassis

Vehicle Model	MAN Lion's Explorer Bustrain	
<b>Vehicle Dimensions</b>		
Length	22 000mm	
Width	2 600mm	
Wheelbase	6 050mm + 1 350mm	
<b>Seating Capacity</b>		
Up to 119 seated passengers		
<b>Vehicle Application</b>		
City/Commuter		
<b>Engine</b>	<b>D2066 LF 03</b>	
Model and arrangement:	6-cylinder, in-line diesel engine, common rail Euro 3	
Maximum Power	265kW @ 1 900rpm	
Maximum Torque	1 800Nm @ 1 000-1 400rpm	
Displacement (cm <sup>3</sup> )	10 518	
<b>Transmission</b>		
Model and type	ZF 12AS2131 DD/ TipMatic	
Number of gears	12	
Transmission ratio	15.86 to 1	
Rear axle ratio	3.364:1	
<b>Axles</b>		
Front Axle	VOK-08-16	
Drive Axle	HY-1350-03/NO-08-08	
Suspension	Air	
<b>Brakes</b>		
Brake System	EBS 5	
Brake Type	Disc all around	
ABS/ASR/EPB	Standard	
Auxiliary	ZF Intarder	
<b>Fuel Tank</b>	400 litres (left hand side)	
<b>Vehicle Masses</b>		
Manufactures (GVM)	35 000kg	
Manufactures (GCM)	35 000kg	
Permissible (V)	34 400kg	



**MAN**

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