



Volkswagen Explorer 17.210 OD

The legend lives on



Trucks
Buses

Designed for African conditions

The Volksbus 17.210 OD chassis has been designed with developing countries in mind. It is therefore appropriate that the Volksbus uses the proven Explorer bodywork concept designed by MAN Bus & Coach in South Africa, which also incorporates the latest German technology, to produce a complete bus solution that is safe, efficient and reliable.

Combined with the philosophy of simplicity built into the Volksbus chassis, this body development creates an unbeatable combination. In addition, the high ground clearance makes this vehicle ideal for the challenging African operating conditions.

The Explorer is a practical Passenger Transport solution

The Volksbus Explorer has an unmistakable identity, with a large front grill and twin headlights, identical to those of the Volkswagen Commercial Vehicle range. This also facilitates the identity of and ease of availability of aftermarket replacement parts.

The aerodynamic front end design significantly improves fuel consumption. The grill opens vertically enabling ease of access to serviceable parts and is designed so that an unobstructed cooling aperture is maintained. The air cleaner intake for the Volksbus Explorer is located high above ground to minimise the ingress of dust and moisture into the air filtration system, extending the air cleaner filter life.

The four-piece flat glass front windscreen is rubber glazed into the aperture for cost effectiveness and ease of replacement. Knock-back type mirrors are locally sourced, while the pantograph type windscreen wipers and washer system are provided for clearer visibility.

The body frame structure with continuous vertical pillars and diagonal bracing is manufactured of high strength and corrosion resistant 3CR12 steel, adding to the overall strength of the vehicle, and provides roll-over protection.

Corrosion resistant chromaprep panels are bonded to the bodyside exterior of the body structure, while the front and rear ends are clad with aesthetically pleasing moulded glass reinforced plastic (GRP) components. The roof is clad with a single piece moulded GRP skin bonded to the structure incorporating two emergency exit escape roof hatches.



Generous space, comfort and convenience

Both the driver and the passengers are catered for in the design of the Explorer bodywork with generous space resulting in comfort, convenience and safety. The pneumatically operated two-leaf in-swing passenger entrance doors with grab handrails assist the passengers to board and to alight from the Volksbus Explorer. Four generously sized luggage lockers are provided within the wheelbase as an 'optional extra' feature.

Large bodyside windows with one-third opening top sliders and tinted glass are rubber glazed into the bodyside apertures. These windows also comply with the 'ejectable window' emergency exit requirements.

The interior of the Explorer is clad with durable Formica panels and the front interior is a moulded ABS panel giving a clean and practical finish. Ceiling mounted handrails and entrance partitions add to the safety of the passengers. The bus is illuminated by LED type interior lights flush mounted into the ceiling panels to allow for maximum illumination. 'Stop' push buttons are located adjacent to each interior light.

The floor is made out of 3CR12 panels bonded to the robust underframe and covered in a hard wearing PVC material with all joints plastic welded to prevent the ingress of moisture. The design of the engine cover ensures maximum free flow of air over the engine and is insulated against engine heat and noise.

The GRP moulded dash incorporates the Volksbus instrument cluster as well as the bodywork and chassis electrics. This design ensures ease of access for electrical diagnosis and repair – all systems are housed in the same compartment. Suitable inspection hatches are also fitted in the dash to facilitate filling and top-up of engine coolant as well as steering and clutch fluids.

Passenger seating

The Explorer bodywork can accommodate a variety of seat types and models from approved manufacturers up to a maximum of 65 seated passengers. The seats comply with all legal requirements inclusive of lap type seat belts fitted to all unprotected seats as standard.





Explorer bodywork standard specifications:

- 3CR12 body structure, floor plates and passenger entrance steps
- Chromaprep exterior bodyside panels and single piece GRP moulded roof
- PVC floor covering with plastic welded seams
- LED lights (rear stop/tail, rear indicator, reverse, number plate & interior)
- Two escape hatches as per SANS 20036
- Raised air intake louvre in offside panel
- Knock-back external rear view mirrors
- Formica ceiling and bodyside interior panels
- Rubber glazed four-piece flat front windscreen
- Pneumatic operated two-leaf in-swing passenger door
- Driver's door
- Ceiling mounted handrail and bell pushes
- Rubber glazed one third top slider tinted bodyside windows

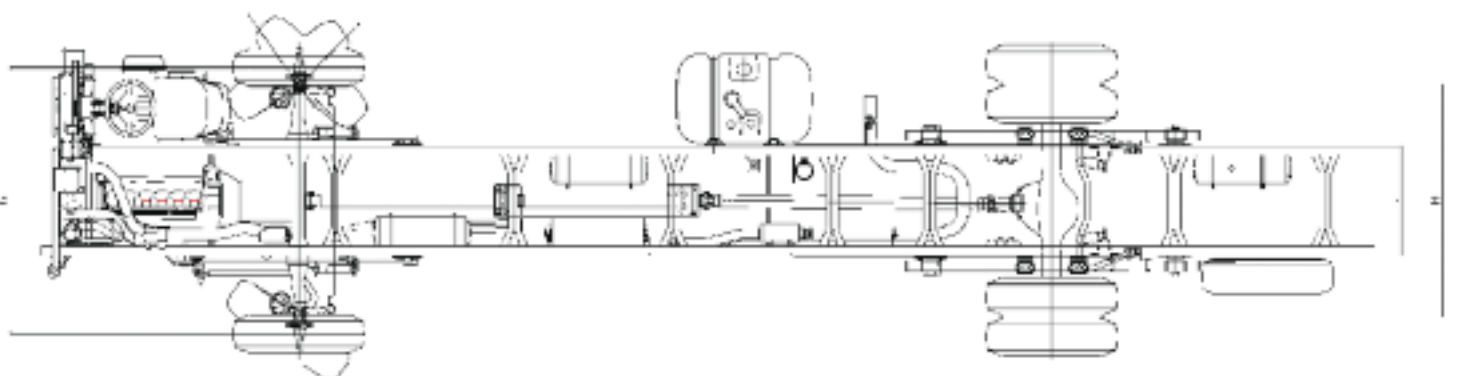
Explorer bodywork optional extras *

- Four luggage lockers in wheelbase (with budget type locks)
- Interior parcel racks (steel base or trimmed)
- Customer specified seats from MAN approved suppliers
- Lap belts on all passenger seats
- Radio/CD combination

* Other options available on request

Major chassis dimensions

- A Chassis length – 10540mm
- B Wheelbase – 5950mm
- C Front overhang – 2040mm
- D Rear overhang – 2550mm
- E Ground clearance front axle – 244mm
- F Ground clearance rear axle – 240mm
- G Track width front (steel wheels) – 2078.3mm
- H Track width rear (steel wheels) – 1874.4mm
- I Chassis width – 868.4mm



Technical specifications

Vehicle model	Volksbus Explorer 17.210 OD	
Engine		
Model	MWM 6.10 TCA, direct injection	
Number of Cylinders / capacity (cm ³)	In line 6 / 6 450	
Maximum power kW (HP) @ rpm	151 (206) @ 2 600	
Maximum torque Nm (kgfm) @ rpm	657 (67) @ 1 700	
Emission standard	Euro II	
Transmission		
Model	Eaton FSB – 5406A (manual)	
Number of gears	6 forward, 1 reverse	
Ratios	1st	9.01
	6th	1.00
	Reverse	8.63
Drive	4x2	
Clutch		
Model & type	LUK mono disc. Hydraulic, self adjusting 'pull type'.	
Diameter (mm)	365	
Front Axle		
Type & model	Forged 'I' beam. Meritor MFS 13 or Sifco 13k	
Rear Axle		
Model / rear axle ratio	Meritor RS 23 – 155/4.88:1 (optional 5.81:1)	
Suspension		
Front	Semi-elliptical leaf springs	
Rear springs	Dual-stage semi-elliptical leaf springs	
Shock absorber (Front & Rear)	Hydraulic, telescopic with dual action	
Stabilizer bar (front & rear)	Yes	
Steering		
Type	Power assisted. Hydraulic with re-circulating ball valve	
Model	ZF – 8097	
Reduction ratio	20 – 23.8:1	
Chassis		
Type	Straight beam "U" profile. Riveted and screwed	
Wheels and Tyres		
Rims	8.25" X22.5"	
Tyre size	295 / 80 R22.5	
Brakes		
Service brake	Air "S" cam with auto slack adjusters. Drums front and rear. 4 232 cm ² effective braking area.	
Parking brake	Accumulator spring chamber on rear wheels.	
Engine brake	Butterfly type valve in the exhaust tube.	
Electrical System		
Battery	2x 12V – 135Ah (24V nominal tension)	
Alternator	24V, 80A	
Fuel Tank		
Material and location	Plastic, located on the left hand side	
Capacity (Litres)	275	
Vehicle Mass		
Total unladen mass (kg) ¹ .	10 170	
Unladen Front / Rear (kg)	4 840 / 5 330	
Manufacturer's Front / Rear axle kg	6 500 / 11 500	
Gross vehicle / combination mass (kg)	18 000 / 26 000	
Vehicle Dimensions		
Overall vehicle length (mm)	12 230	
Overall vehicle width (mm)	2 560	
Unladen height (mm)	3 380	
Seating Capacity	Up to 65 seated passengers	

1. Weighed with half fuel tank capacity and spare wheel.

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