THE NEW
skyliner
BUILT OF HIGHLIGHTS

NEOPLAN
VIP CLASS
In 1967 NEOPLAN created the double-decker touring class, so it can look back on an unparalleled success story: to date more than 4000 Skyliners have taken to the road worldwide. Reason enough to invent this classic all over again - to build it of highlights throughout. The new Skyliner opens up a unique dimension in luxury VIP travel on two levels, setting whole new standards in comfort, dynamism and innovation.
Actually a Skyliner is two coaches. Because the up and down split in concept enables an entirely new travel experience on two levels. So you can change between the gregarious atmosphere of a bistro downstairs and the relaxation of a vista platform upstairs. Attract new clientele through an innovative travel concept that starts by making time on the road already an unforgettable and individual experience.
START THE JOURNEY BY RELAXING AND ENJOYING

EMBARK ON A REAL FIRST-CLASS JOURNEY, THIS IS THE WAY TO TRAVEL

BASK IN A FLOOD OF LIGHT AS YOU TRAVEL
ENJOY THE HIGHLIGHTS OF THE BIG CITIES IN PARTY MOOD

TAKE A BREAK WITH FRIENDS IN THE TRAVELLING BISTRO

ENJOY THE COMPANY OF THOSE AROUND YOU

CHILL OUT ON THE MOBILE VISTA TERRACE AND ENJOY THE VIEW
NEWLY DEVELOPED CLIMATE CONTROL MAKES FOR PLEASANT TEMPERATURES THROUGHOUT:

Now the usual air-conditioning in the rear only services the upper deck, while the lower deck has two evaporators of its own. Thanks to the dual-zone system the temperatures on upper and lower decks can be separately regulated even better than before.

THE PERFECT VIEW NOW HAS ITS VERY OWN CLIMATE ZONE

EVEN IF YOU SIT DOWNSTAIRS IT FEELS LIKE UPSTAIRS

comfort doubled

FOR TWICE THE TRAVEL ENJOYMENT

The skylight concept on the top deck of the Skyliner creates perfect vision and brightness. The skylight in the roof dome turns the front row into a mobile panoramic terrace. The optimal standing height and spacious racks make the top deck an exclusive travel zone. On the bottom deck light floods into the bus through extra quarter windows behind the doors. The driver’s workplace is closed off by a transparent wall, creating more light in the interior and brightening the access to the upper deck.
The New Skyliner is the absolute highlight of any fleet.

Dynamic, perfect in its lines, simply breathtaking – the new Skyliner attracts attention whenever it goes. Especially striking are the forward thrusting window pillars and the split windscreen. New style elements such as the visor look of the front body, dynamically angled wheel arches and chromed clear-glass headlamps secure the Skyliner a place in the NEOPLAN VIP Class. With its accomplished mix of curves and edges such as the diamond cut of the windows along the edge of the roof and its smooth consistent lines, the Skyliner is truly perfection of the prize-winning Sharp Cut Design.

Unmistakable aspect:
On the new Skyliner the two decks are separated optically and formally on the front screen by a cladded and lacquered band, flowing together again on the front body.

The new window line of the Skyliner stretches the body:
Despite 13.99 meters length and 4 meters height, the curve of the top front screen, the rounded tail and the upward inclined skylights give the Skyliner a dynamic and at the same time elegant appearance.
HOW ELEGANCE BECOMES A BUSINESS FACTOR

Unbelievable but true: in wind tunnel tests the Skyliner produces drag coefficient equivalent to that of a modern medium-class van. The sophisticated concept of the aerodynamics cuts fuel consumption quite dramatically, making the Skyliner an extremely economical vehicle. Plus, carbon emissions are reduced as well as wind noise for the occupants. The superior design is consequently not only pleasing to the eye. It is also appreciated by your wallet, by the environment and travellers.
For the first time, active electronically controlled CDS (comfort drive suspension) comes as standard in a double-decker. It increases both driving comfort and driving safety. Electronically controlled dampers react with lightning speed to adjust the hardness and intensity of damping to changing load and driving situations in a matter of milliseconds. The vehicle remains strictly on course through curves and fully loaded.

**SAFETY DOUBLED**

**so much safety**

**IN A SINGLE COACH**

**NUMEROUS SAFETY SYSTEMS:**
The list of standard and optional features ranges from anti-lock braking, braking assistant through electronically controlled braking system and maximum speed control to automatic cruise control and lane guard assistant.

**EVEN MORE STOWAGE SPACE:**
In this luggage compartment there is simply space for a lot more. Depending on bus configuration there is between nine and eleven cubic meters more space available for passenger luggage. The luggage compartment can be accessed from both sides and, if wished, from the onboard galley too.
**TECHNICAL DATA**

**Length**
14,000 mm

**Width**
2,550 mm

**Height inc. A/C unit**
4,000 mm

**Turning circle**
23,316 mm

**Wheelbase**
6,700/1,470 mm

**Front overhang**
2,690 mm

**Rear overhang**
3,140 mm

**Standing height centre axle upper deck**
1,810 mm

**Lower deck**
1,810 mm

**Engine variants**
- **Engine**
  - MAN D 2676 LOH, EEV
- **Cylinders**
  - R6, upright
- **Displacement**
  - 371 kN/m³
- **Max. output**
  - 1,800 hp at 1,100 – 1,400 rpm
- **Max. torque**
  - 2,300 Nm at 1,100 – 1,400 rpm

**Transmission**
- MAN TipMatic®, automated
- 12-speed manual transmission with "Easy-start"

**Braking system**
- EBS with inner ventilated brake discs, ESP and MSC

**Axle load, front axle**
- 7,500 kg

**Axle load, rear axle**
- 11,500 kg

**Axle load, trailing axle**
- 6,880 kg

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