



News service MAN Group

Press release of
August 12, 2003

The “big yellow ones“ will continue to dominate the streetscape of Germany’s capital city / 101 new MAN double-decker buses for the Berlin Transit Authority (BVG)

On Friday, August 8, 2003, NEOMAN Bus GmbH and the Berlin Transit Authority signed a contract for the delivery of 101 MAN double-decker municipal buses, with an option on another 100 vehicles. The contract value amounts to about 40 million Euro. The “big yellow ones“, as Berliners affectionately call their double-deckers, are going to be developed and manufactured according to BVG specifications. Before the first series production types take to the streets of Berlin in 2005, a prototype vehicle will be tested under regular operating conditions.

Dr. Hans-Heino Dubenkropp, Director of Marketing for the Berlin Transit Authority, and Manfred Klinke, Head of Domestic Bus Sales for NEOMAN Bus GmbH, signing the contract on behalf of their respective company, proceeded to unveil a model of the future municipal double-deckers for Berlin. By purchasing a large quantity of new “big yellow ones“, a widely known symbol of Berlin’s urban transport, the BVG will be in a position to gradually replace its current fleet of double-deckers, which have been operating since 1987.

The new double-deckers are six-wheelers with an overall length of 13.70 m, capable of accommodating 132 passengers (80 seated plus 52 standees). The interior, offering 1,920 mm of standing height in the aisle of the lower deck and 1,740 mm in the upper deck, as well as a seatback-to-seat clearance of 700 mm, conveys a sense of great spaciousness. It goes without saying that all buses are fully air-conditioned, entirely in low-floor design, feature three doors, and are already equipped with Euro IV engines. Moreover, they are pram-compatible and adapted to the needs of physically challenged people (two extra-long folding ramps provide easy access for wheel-chair users and parents with prams, and the 7.5 sq.m standing platform is large enough to accommodate either two wheelchairs or two prams).

The “big yellow ones“ have grown into an integral feature of the old and new capital’s streetscape; they are as much part of Berlin as is the Brandenburg Gate. The double-decker concept is the logical consequence of the chronic shortage of traffic area in metropolitan centres where the available space is scarce and precious. The upper deck provides a comfortable and quiet ambience for longer travelling distances, combined with a nice view. Not without good reason, double-deckers operate on lines no. 100 and 200, renowned as Berlin’s “sightseeing lines“. On the other hand, the lower deck, designed to allow passengers to get on and off the bus quickly and conveniently, is mainly used by people travelling short distances.

Business relations between the BVG and MAN Nutzfahrzeuge date back to almost a 100 years ago: In 1906, MAN/Büssing supplied its first chassis to the BVG – followed by a total of approx. 6,000 buses to date. In 1927, the six-wheel double-decker with a capacity of 82 passengers was developed. Since then, this innovative design approach has been continually revised and perfected, and the most recent order of 86 double-deckers was delivered in 1995.

Texts and photographs which may be reproduced free of charge will be available shortly for downloading at www.man-bus.com.