

The Citaro city bus

Truly exemplary.

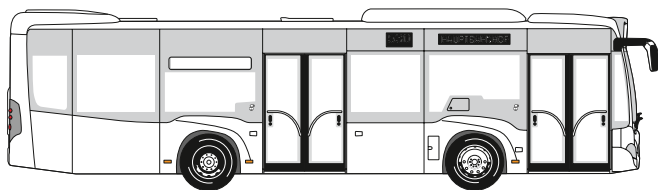
Technical information



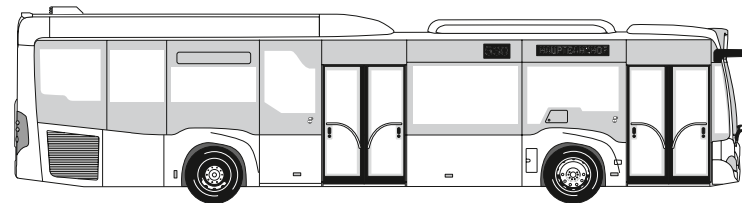
Mercedes-Benz
The standard for buses.

Model designations

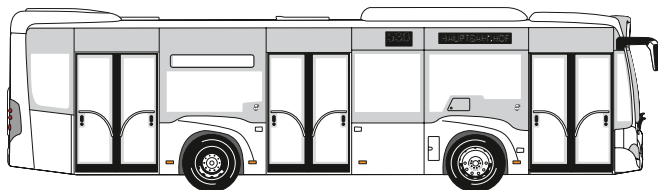
Citaro K (C 628.403-13)



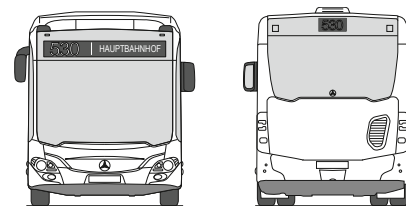
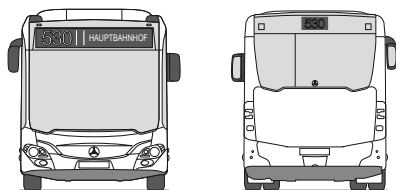
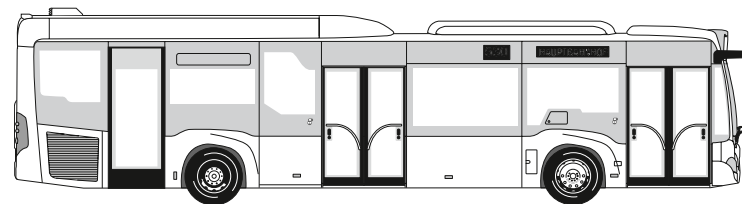
Citaro LE (C 628.503-13)



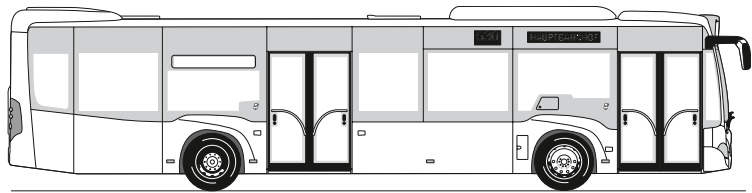
Citaro K (C 628.454-13)



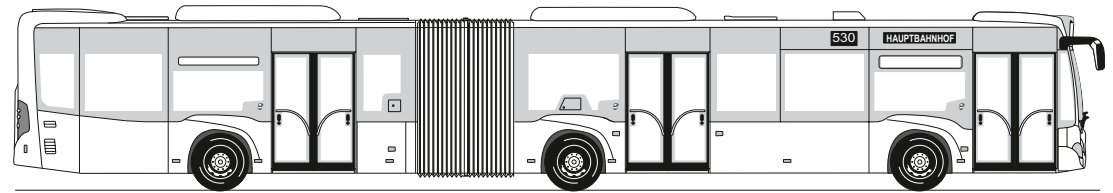
Citaro LE (C 628.504-13)



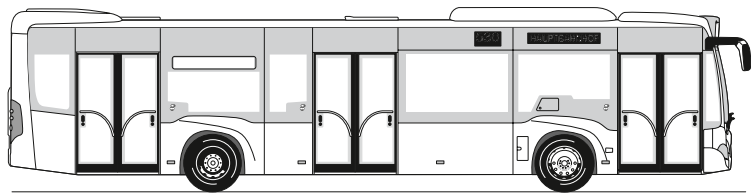
Citaro (C 628.033-13)



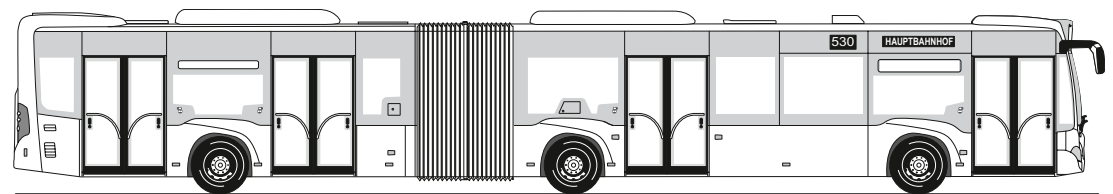
Citaro G (C 628.233-13)



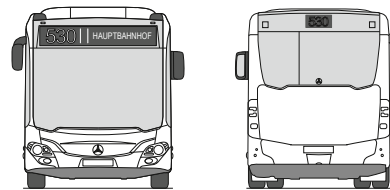
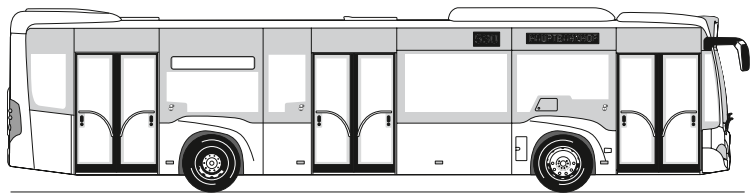
Citaro (C 628.034-13)



Citaro G (C 628.254-13)



Citaro (C 628.054-13)



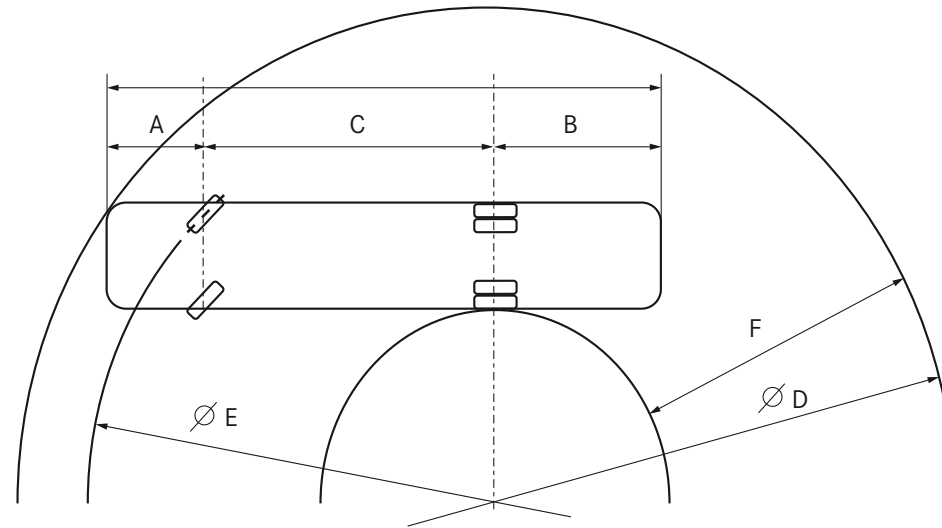
Dimensions and weights

	Citaro K 2 doors	Citaro K 3 doors	Citaro LE 2 doors	Citaro LE 3 doors
Vehicle length	10,633 mm	10,633 mm	12,170 mm	12,170 mm
Vehicle width	2,550 mm	2,550 mm	2,550 mm	2,550 mm
Vehicle width (incl. mirrors)	2,950 mm	2,950 mm	2,950 mm	2,950 mm
Vehicle height (incl. rear roof ventilator)	3,095 mm	3,095 mm	3,315 mm	3,315 mm
Vehicle height (incl. air conditioning system)	3,120 mm	3,120 mm	3,120 mm	3,120 mm
Wheelbase, front axle – drive axle	4,398 mm	4,398 mm	6,035 mm	6,035 mm
Wheelbase, front axle – centre axle	–	–	–	–
Wheelbase, centre axle – drive axle	–	–	–	–
Front/rear overhang	2,805/3,430 mm	2,805/3,430 mm	2,805/3,330 mm	2,805/3,330 mm
Angle of approach/departure	7° / 7°	7° / 7°	7° / 7°	7° / 7°
Tyre size	275/70 R 22.5	275/70 R 22.5	275/70 R 22.5	275/70 R 22.5
Total passenger carrying capacity (ECE R107)	1/86	1/89	1/102	1/102
of which seats/standees	26/60	20/69	34/68	30/72
Boarding height, Door 1/Door 2/Door 3/Door 4	320/320/–/– mm	320/320/320/– mm	320/320/–/– mm	320/320/340/– mm
Clear door width	1,250 mm	1,250 mm	1,250 mm	1,250/1,250/770 mm
Standing height front/rear	2,313/2,082 mm	2,313/2,082 mm	2,318/1,719 mm	2,318/1,719 mm
Height of floor above road surface	370 mm	370 mm	370 mm	370 mm
Platform height	310 mm	310 mm	310 mm	310 mm
Waistline height (above floor)	952 mm	952 mm	952 mm	952 mm
Fuel tank capacity	210 l	210 l	210 l	210 l
Capacity of AdBlue® additive tank	27 l	27 l	27 l	27 l
Gross vehicle weight	18,745 kg	18,745 kg	19,000 kg	19,000 kg
Axle loads, max. permissible*				
- Front axle	7,245 kg	7,245 kg	7,500 kg	7,500 kg
- Centre axle	–	–	–	–
- Drive axle	11,500 kg	11,500 kg	12,600 kg	12,600 kg

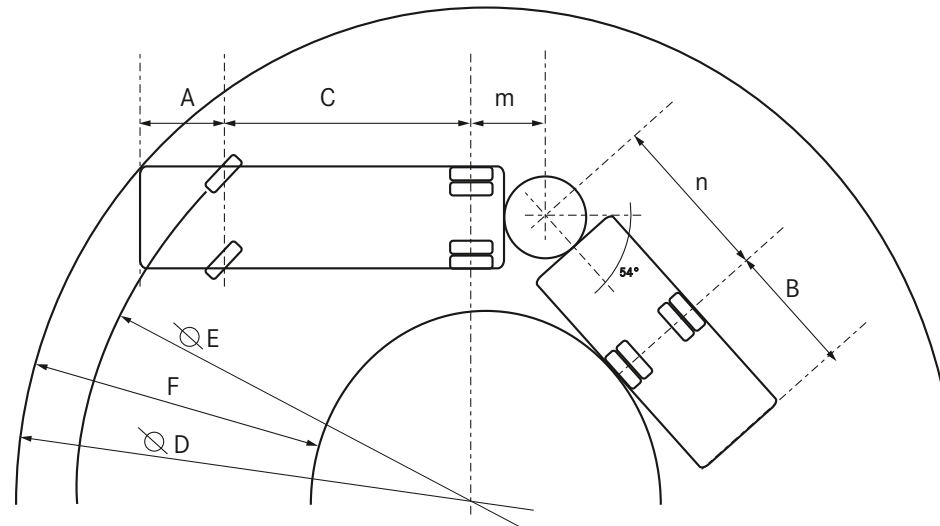
* Depending on country of registration, example based on Germany

Citaro 2 doors	Citaro 3 doors	Citaro vertical engine	Citaro G 3 doors	Citaro G 4 doors
12,135 mm	12,135 mm	12,135 mm	18,125 mm	18,125 mm
2,550 mm	2,550 mm	2,550 mm	2,550 mm	2,550 mm
2,950 mm	2,950 mm	2,950 mm	2,950 mm	2,950 mm
3,095 mm	3,095 mm	3,095 mm	3,095 mm	3,095 mm
3,120 mm	3,120 mm	3,120 mm	3,120 mm	3,120 mm
5,900 mm	5,900 mm	5,900 mm	–	–
–	–	–	5,900 mm	5,900 mm
–	–	–	5,990 mm	5,990 mm
2,805/3,430 mm	2,805/3,430 mm	2,805/3,430 mm	2,805/3,430 mm	2,805/3,430 mm
7°/7°	7°/7°	7°/7°	7°/7°	7°/7°
275/70 R 22.5	275/70 R 22.5	275/70 R 22.5	275/70 R 22.5	275/70 R 22.5
1/105	1/105	1/103	1/155	1/159
31/74	28/77	26/77	44/111	37/122
320/320/–/– mm	320/320/320/– mm	320/320/320/– mm	320/320/320/– mm	320/320/320/320 mm
1,250 mm	1,250 mm	1,250 mm	1,250 mm	1,250 mm
2,313/2,082 mm	2,313/2,082 mm	2,313/2,082 mm	2,313/2,082 mm	2,313/2,082 mm
370 mm	370 mm	370 mm	370 mm	370 mm
310 mm	310 mm	310 mm	310 mm	310 mm
952 mm	952 mm	952 mm	952 mm	952 mm
210 l	210 l	210 l	300 l	300 l
27 l	27 l	27 l	32 l	32 l
19,000 kg	19,000 kg	19,000 kg	29,000 kg	29,000 kg
7,500 kg	7,500 kg	7,500 kg	7,500 kg	7,500 kg
–	–	–	10,000 kg	10,000 kg
13,000 kg	13,000 kg	13,000 kg	13,000 kg	13,000 kg

Turning circle



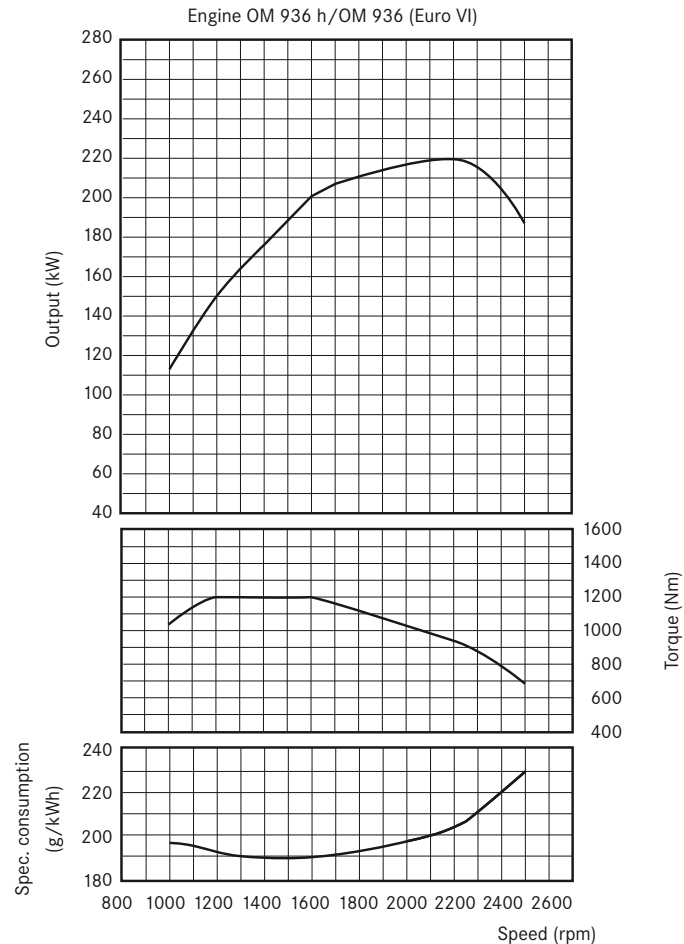
	Citaro K, 2/3 doors	Citaro LE, 2/3 doors	Citaro, 2/3 doors/vertical engine
A: Front overhang	2,805 mm	2,805 mm	2,805 mm
B: Rear overhang	3,430 mm	3,330 mm	3,430 mm
C: Wheelbase	4,398 mm	6,035 mm	5,900 mm
D: Minimum turning circle	17,284 mm	21,268 mm	21,214 mm
E: Minimum track circle	13,138 mm	17,411 mm	17,058 mm
F: Swept annular width - minimum turning circle	6,116 mm	6,865 mm	6,803 mm
D: BOKraft turning circle	25,000 mm	25,000 mm	25,000 mm
F: BOKraft swept annular width	4,652 mm	5,979 mm	5,851 mm
F: Maximum permissible swept annular width according to BOKraft	7,200 mm	7,200 mm	7,200 mm
Maximum front axle turning angle, inside/outside wheel	53°/46°	53°/46°	53°/46°



Citaro G, 3/4 doors

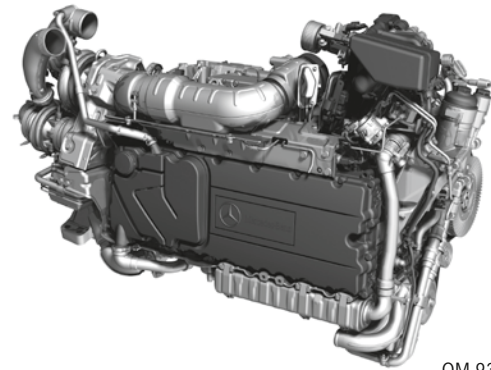
A: Front overhang	2,705 mm
B: Rear overhang	3,416 mm
C: Wheelbase front axle - centre axle	5,900 mm
m+n: Wheelbase centre axle - drive axle	5,990 mm
D: Minimum turning circle	22,970 mm
E: Minimum track circle	19,160 mm
F: Swept annular width - minimum turning circle	7,478 mm
D: BOKraft turning circle	25,000 mm
F: BOKraft swept annular width	6,791 mm
F: Maximum permissible swept annular width according to BOKraft	7,200 mm
Maximum front axle turning angle, inside/outside wheel	53°/46°

Drive train/Technology

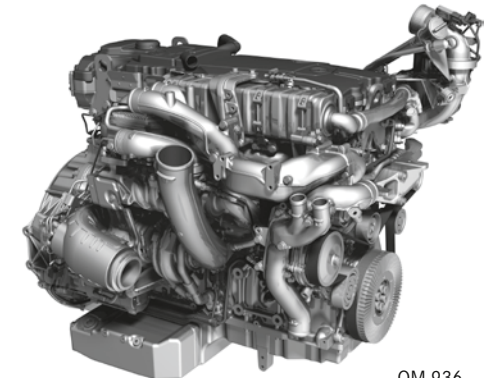


P_{max} 220 kW at 2,200 rpm (80/1269/EEC)
 T_{max} 1.200 Nm at 1,200-1,600 rpm

Steady-state full-load curves



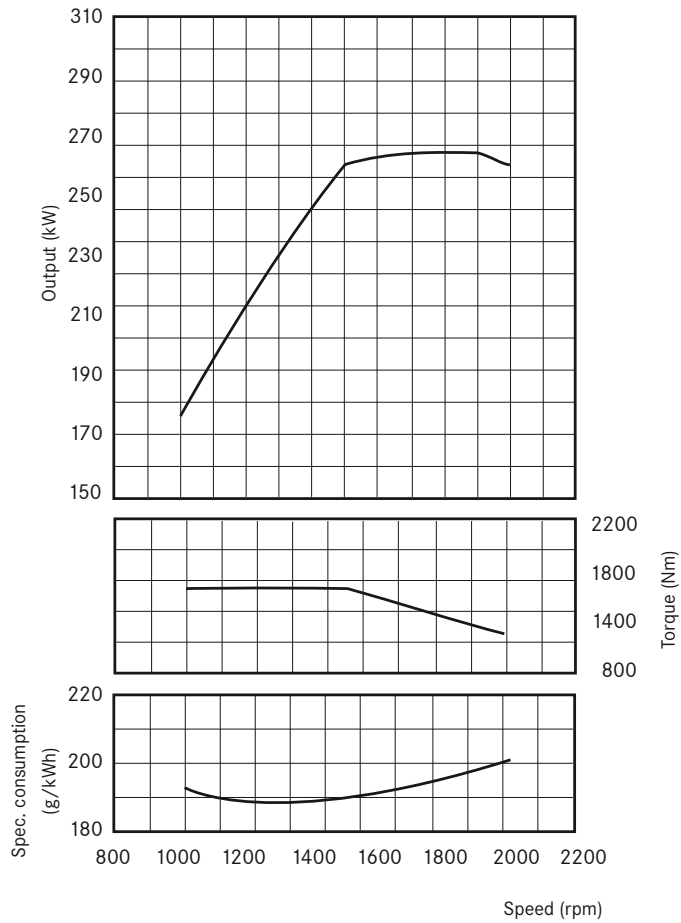
OM 936 h



OM 936

	Citaro K, Citaro LE, Citaro
Engine (Euro VI)	OM 936 h/OM 936
Displacement	7,700 cm ³
Output (standard)	220 kW
Cylinders/arrangement	6/in-line
Max. torque	1,200 Nm at 1,200-1,600 rpm
Transmission	Transmission Voith Diwa.6, 4-speed, automatic transmission
Steering	ZF power steering
Axles	
- Front axle	ZF, independent wheel suspension
- Drive axle (Citaro K, Citaro)	ZF AV 132
- Drive axle (Citaro LE)	Mercedes-Benz RO 440
Brakes	
	Electro-pneumatic braking system (EBS) with disk brakes
	Anti-lock Braking System (ABS)

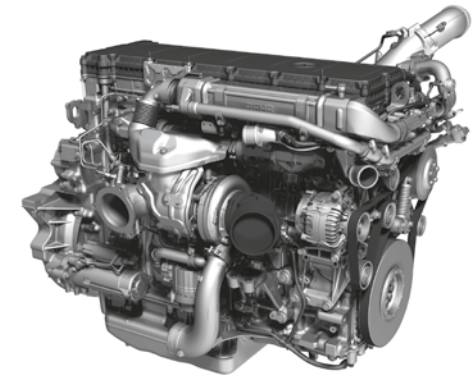
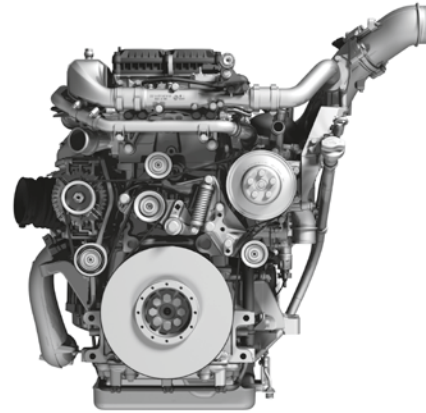
Engine OM 470 (Euro VI)



P_{max} 265 kW at 1,800 rpm (80/1269/EEC)

T_{max} 1,700 Nm at 1,100 rpm

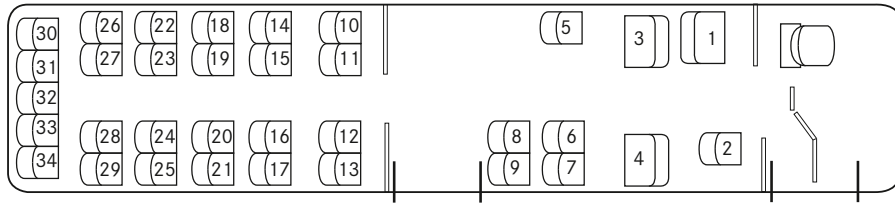
Steady-state full-load curves



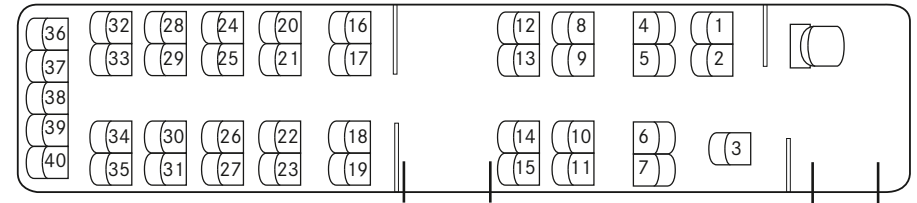
	Citaro G
Engine (Euro VI)	OM 470
Displacement	10,700 cm ³
Output (standard)	265 kW
Cylinders/arrangement	6/in-line
Max. torque	1,700 Nm at 1,100 rpm
Transmission	Transmission Voith Diwa.6, 4-speed, automatic transmission
Steering	ZF power steering
Axles	
- Front axle	ZF, independent wheel suspension
- Centre axle	ZF AVN 132
- Drive axle	ZF AV 132
Brakes	
	Electro-pneumatic braking system (EBS) with disk brakes
	Anti-lock Braking System (ABS)

Seating variants Citaro LE

Citaro LE, 2 doors (C 628.503-13)

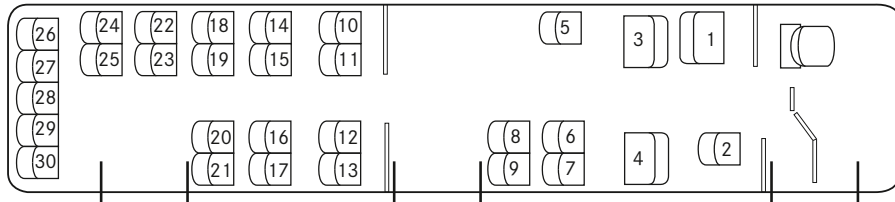


Standard: Number of seats: 1/34

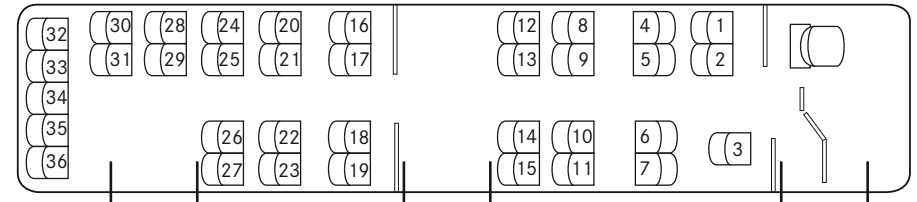


Special equipment (example): Number of seats: 1/40

Citaro LE, 3 doors (C 628.504-13)



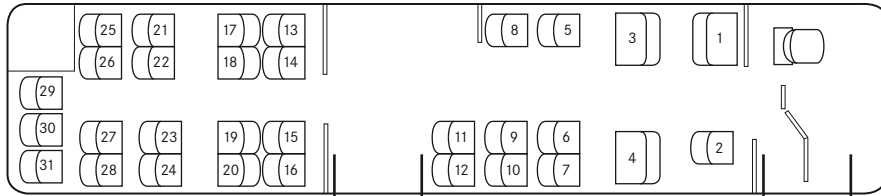
Standard: Number of seats: 1/30



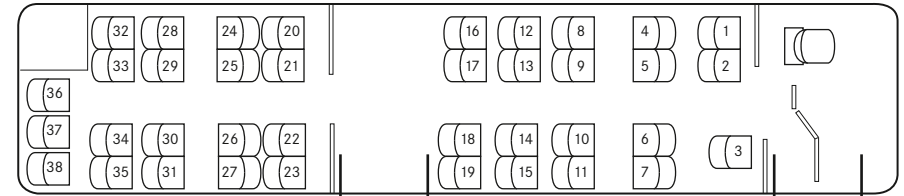
Special equipment (example): Number of seats: 1/36

Seating variants Citaro

Citaro, 2 doors (C 628.033-13)

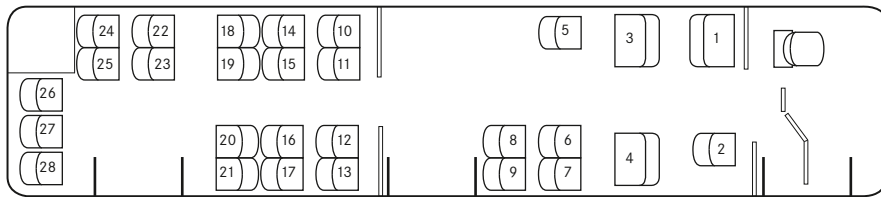


Standard: Number of seats: 1/31

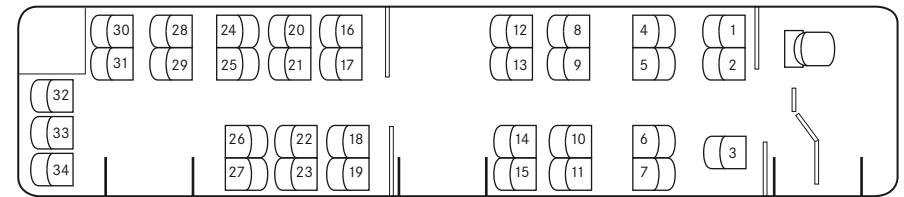


Special equipment (example): Number of seats: 1/38

Citaro, 3 doors (C 628.034-13)

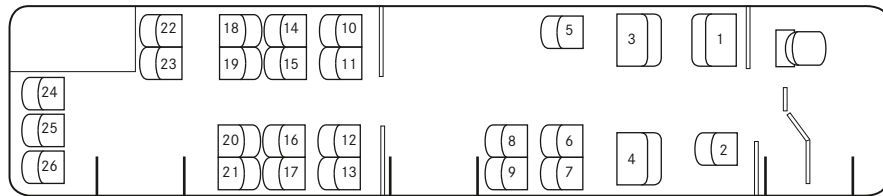


Standard: Number of seats: 1/28

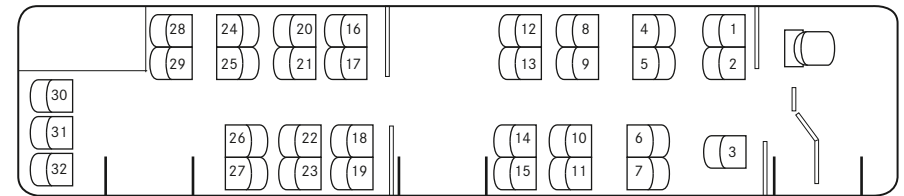


Special equipment (example): Number of seats: 1/34

Citaro vertical engine, 3 doors (C 628.054-13)



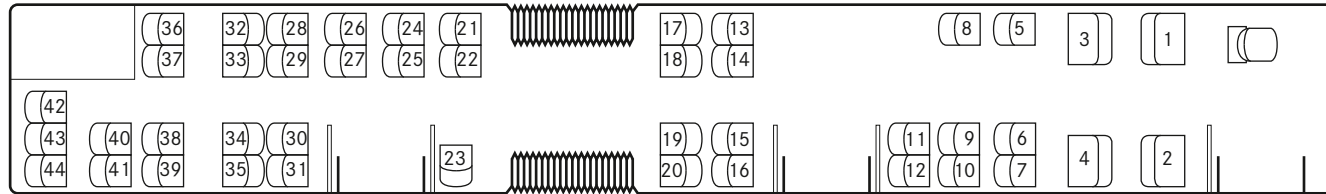
Standard: Number of seats: 1/26



Special equipment: Number of seats: 1/32

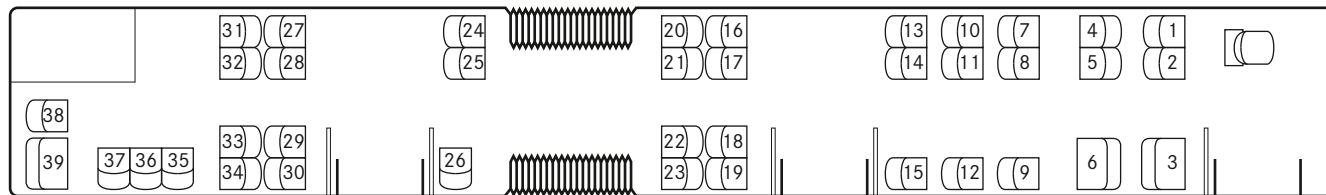
Seating variants Citaro G (C 628.233-13)

Standard



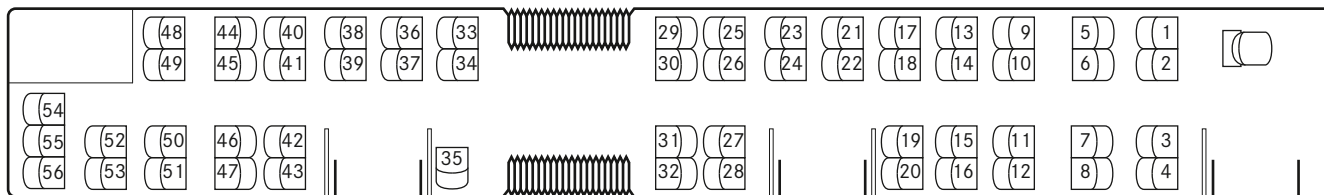
Number of seats: 1/44

Special equipment (example)



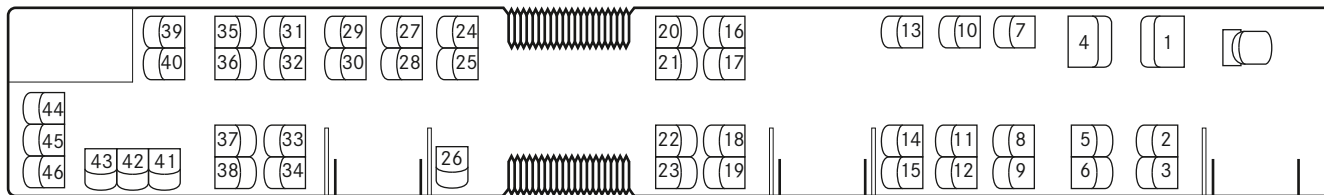
Number of seats: 1/39

Special equipment (example)



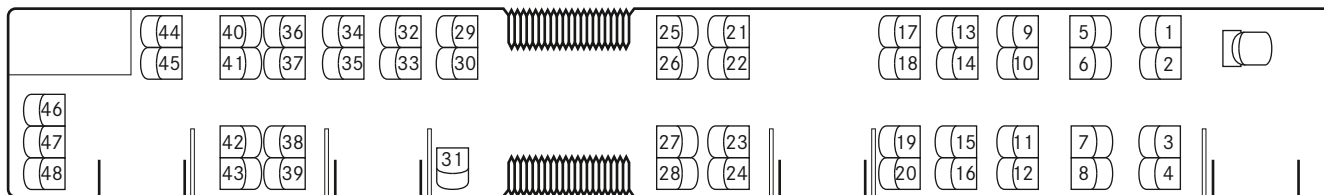
Number of seats: 1/56

Special equipment (example)



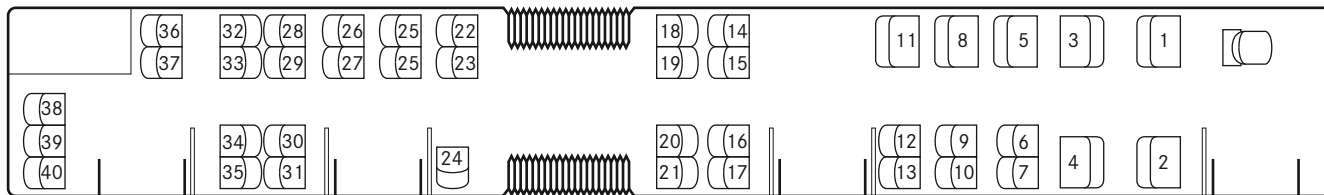
Number of seats: 1/46

Special equipment (example)



Number of seats: 1/48

Special equipment (example)



Number of seats: 1/40

Standard and special equipment (selected)

Engine and running gear	Citaro K 2 doors	Citaro K 3 doors	Citaro LE 2 doors	Citaro LE 3 doors	Citaro 2 doors	Citaro 3 doors	Citaro vertical engine	Citaro G 3 doors	Citaro G 4 doors
Engine Mercedes-Benz OM 936, 220 kW (Euro VI)	-	●	●	●	-	-	●	-	-
Engine Mercedes-Benz OM 936, 260 kW (Euro VI)	-	-	○	○	-	-	○	-	-
Engine Mercedes-Benz OM 936 h, 220 kW (Euro VI)	●	-	-	-	●	●	-	-	-
Engine Mercedes-Benz OM 936 h, 260 kW (Euro VI)	-	-	-	-	○	○	-	-	-
Engine Mercedes-Benz OM 470, 265 kW (Euro VI)	-	-	-	-	-	-	-	●	●
Engine Mercedes-Benz OM 470, 290 kW (Euro VI)	-	-	-	-	-	-	-	○	○
Transmission VOITH DIWA 6.0, 4-speed, automatic transmission	●	●	●	●	●	●	●	●	●
Transmission ZF EcoLife, 6-speed, automatic transmission	○	○	○	○	○	○	○	○	○
Recuperation module	●	●	●	●	●	●	●	●	●
Electro-pneumatic braking system (EBS)	●	●	●	●	●	●	●	●	●
Anti-lock Braking System (ABS)	●	●	●	●	●	●	●	●	●
Acceleration Slip Regulation (ASR)	○	○	○	○	○	○	○	○	○
Electronic Stability Programme (ESP®)	○	○	○	○	○	○	○	-	-
Electronic anti-jackknife control	-	-	-	-	-	-	-	●	●
Automatic bus stop brake with pull-away lock	●	●	●	●	●	●	●	●	●
Air suspension via electronic level control system (ENR)	●	●	●	●	●	●	●	●	●
Air suspension via electronic level control system (ENR), incl. kneeling	○	○	○	○	○	○	○	○	○
Vehicle lift 70 mm, with button on instrument panel/console	○	○	○	○	○	○	○	○	○
Hub caps stainless steel	○	○	○	○	○	○	○	○	○
Hub caps plastic	○	○	○	○	○	○	○	○	○
Rough road running gear	○	○	○	○	○	○	○	○	○

Technical modifications may have occurred after the copy deadline. This data sheet is only an extract of possible equipment. Some equipment items are country-dependent. We reserve the right to make technical modifications, therefore, please contact your Mercedes-Benz sales representative for the latest binding version.

● Standard equipment/Equipment at no extra charge ○ Optional extras

Driver's area	Citaro K 2 / 3 doors	Citaro LE 2 / 3 doors	Citaro 2 / 3 doors / vertical engine	Citaro G 3 / 4 doors
Driver's seat GRAMMER Linea MSG 90.6 P, air-sprung	●	●	●	●
Driver's seat ISRI 6860, integrated pneumatic system, 3-point seat belt	○	○	○	○
Seat heater for driver's seat	○	○	○	○
Driver's area air conditioning	○	○	○	○
Driver's cab door	●	●	●	●
Compartment for driver's bag at cab door, open	●	●	●	●
Compartment for driver's bag at cab door, lockable, hinged	○	○	○	○
Provision for a ticket machine printer	○	○	○	○
Steering column and instrument panel with height and tilt adjustment	●	●	●	●
Cruise control	○	○	○	○
Heated exterior mirror with school bus approval	●	●	●	●
Exterior mirrors heated, electrically adjustable with school bus approval	○	○	○	○
Driver's microphone	○	○	○	○
Reversing buzzer	○	○	○	○
Reversing camera	○	○	○	○
Video recording system in passenger compartment	○	○	○	○
Blind across 1/2 of windscreen, electrically operated	●	●	●	●
Blind across 2/3 of windscreen, electrically operated	○	○	○	○
Fire detection system for engine compartment monitoring	●	●	●	●
Fire extinguishing system in engine compartment	○	○	○	○

● Standard equipment/Equipment at no extra charge ○ Optional extras

	Citaro K 2 / 3 doors	Citaro LE 2 / 3 doors	Citaro 2 / 3 doors / vertical engine	Citaro G 3 / 4 doors
Climate control				
Turbo roof ventilator	●	●	●	●
Roof duct ventilation system with integral heating	○	○	○	○
Roof-mounted air conditioning system	○	○	○	○
Roof-mounted air conditioning system, uprated version	○	○	○	○
Electrical roof-mounted air conditioner (modular system)	○	○	○	○
Electrical roof-mounted air conditioner (modular system) for the driver's workstation	○	○	○	○
Heating with side panel heating units	●	●	●	●
Heater with convectors	○	○	○	○

	Citaro K 2 / 3 doors	Citaro LE 2 / 3 doors	Citaro 2 / 3 doors / vertical engine	Citaro G 3 / 4 doors
Interior				
Seating City Star Eco (CSE)	●	●	●	●
Seating Inter Star Eco (ISE)	○	○	○	○
Seating City Star Function (CSF)	○	○	○	-
Wheelchair space	○	○	○	○
Wheelchair back wall with integrated fold-up seat	○	○	○	○
Stop request button	●	●	●	●
Stowage on front left wheel arch	○	○	○	○
Stowage on front right wheel arch	○	○	○	○
Emergency hammers (no anti-theft device)	○	○	○	○
Emergency hammers secured with rope, automatic retractor	●	●	●	●
Sidewall lining in needle felt	○	○	○	○
Ambient lighting with LEDs	○	○	○	○

● Standard equipment/Equipment at no extra charge ○ Optional extras

Information systems	Citaro K 2 / 3 doors	Citaro LE 2 / 3 doors	Citaro 2 / 3 doors / vertical engine	Citaro G 3 / 4 doors
Radio system with CD player	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Multi-function antenna for radio, mobile phone, navigation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bus stop display inside, cross duct	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Destination system LED or LCD	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Wheelchair button inside/outside	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Digital clock in cross duct	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Camera surveillance of interior	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
TFT monitors in the interior	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other	Citaro K 2 / 3 doors	Citaro LE 2 / 3 doors	Citaro 2 / 3 doors / vertical engine	Citaro G 3 / 4 doors
Halogen front fog lamps, integrated in bumper	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Cornering light	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Daytime driving lights (LED)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bi-xenon main headlamps incl. washer system	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Side windows heat-absorbing, grey tint	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
Side windows double glazed	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Hinged panes in side windows	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
Folding ramp at Door 2, mechanical	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Modular ramp at Door 2, electric	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

● Standard equipment/Equipment at no extra charge ○ Optional extras

Glossary

Acceleration slip regulation (ASR):

ASR prevents wheelspin when driving away on a slippery surface. It provides no more power than the drive wheels are able to transfer to the road surface. Wheelspin by one wheel - e.g. on an icy roadside - is prevented by metered braking.

Anti-lock Braking System (ABS):

The braking forces acting on the individual wheels are distributed by the ABS so that even in an emergency braking situation no wheel is blocked for any length of time and the steering performance of the bus is largely maintained.

BiXenon headlamp:

The BiXenon headlamps with computer optimised optical system produce a bright, bluish light for dipped and high beams. The high light output illuminates the carriageway and roadside much better.

Body framework structure:

The increased strength of the body shell improves the safety of the passenger compartment. This is achieved by the use of connection elements that resemble the hilt of a sword between the body shell elements.

Cataphoretic dip priming (KTL in German):

Cataphoretic dip priming is an electro-chemical process for coating the complete body shell in an immersion bath. It is ideal for painting intricate structures and large numbers of units. This water-based paint protects the bus perfectly against corrosion because the paint coat is applied everywhere to the body with uniform thickness. Currently, cataphoretic dip priming is demonstrably the best protection available against corrosion in vehicle construction.

Collision protection:

For additional collision protection, a crash element is built into the extended front end. Together with a strengthened frame design, this channels impact forces directly into the substructure. The result is improved protection for the driver and the cockpit footwell area. The requirements of the pendulum impact test as laid down in ECE R29 are met.

Cornering lights/steering-dependent headlamps:

When turning or cornering, the fog lamp on the inside of the bend is steered so that the road ahead is much better illuminated. The cornering light switches on automatically up to a speed of 40 km/h if the main headlamps are switched on, and the turn indicator is set or the steering wheel turned.

Electronic anti-jackknife control:

The anti-jackknife control uses hydraulic damping to ensure controlled transmission of power in the low-floor articulation joint. It stabilises the vehicle, and the electronically controlled damping prevents snaking and skidding under adverse road conditions. Parameters such as articulation angle, steering angle, road speed and transmission information are taken into account of. If the articulation angle limit of the joint is reached, the integrated anti-jackknife system protects the joint by a warning to the driver, while reducing the engine torque.

Electronic level control:

Passengers and luggage are not always evenly distributed in the vehicle. As a result, the height of the vehicle varies from wheel to wheel. The electronic level control automatically regulates the vehicle height at each wheel so that the step height is always the same.

Electronic Stability Programme (ESP®)

In situations where the driving dynamics are critical, ESP® selectively controls engine output and the braking forces at each wheel individually. Within the boundaries of physics, finely regulating the braking of the vehicle in this way prevents any possible "breakaway" by the bus. ESP® therefore contributes noticeably to a reduction in the tendency to understeer and risk of skidding during cornering or evasive manoeuvres.

Electro-pneumatic braking system (EBS):

EBS is a further development of the conventional air brake and offers numerous advantages. When braking, the control unit first activates the retarder. If greater deceleration is required, the control unit uses the information in the data network to determine the optimum braking pressure for every axle. The electro-pneumatic braking system thus results in much shorter stopping distances and significantly less wear on brake linings and discs.

Recuperation module:

In the deceleration phase, the current produced by the generators during overrun is stored in double layer capacitors (supercaps) and kept available for auxiliary consumers. In the vehicle acceleration phase, the vehicle electrical system is supported by discharging the stored electricity in the capacitors. This relieves additional load on the engine and reduces fuel consumption.

About the information in this brochure: Information about the product is subject to change after this brochure went to press (01.06.2014). The manufacturer reserves the right to make changes in the design or form, deviations in colour, and changes to the scope of supply during the delivery period, insofar as the changes or deviations are reasonable for the customer, having regard to the interests of the seller. The illustrations may also show accessories and special equipment optional extras that do not form part of the standard scope of supply. Colours may vary for typographical reasons.

This brochure may also contain models and support services that are not available in some countries. Statements about statutory, legal and tax regulations and their effects are only applicable in the Federal Republic of Germany at the time this brochure went to press. Therefore please contact your Mercedes-Benz sales representative for the latest binding version. www.mercedes-benz.de/omnibus

EvoBus GmbH, Neue Str. 95, 73230 Kirchheim unter Teck

BUS/MPM-M - 6098.2102.02.11/0514/08 Printed in Germany