



The new Conecto.

Technical information.

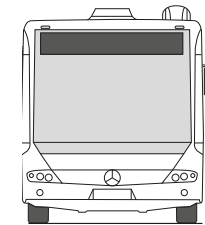
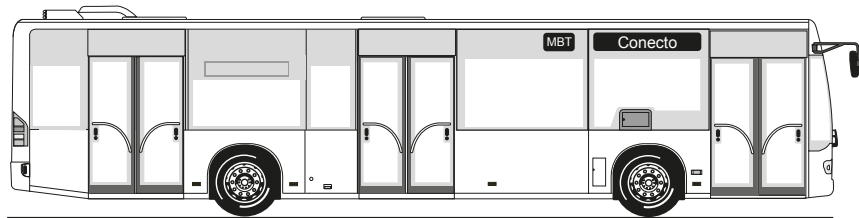
Mercedes-Benz

The standard for buses.

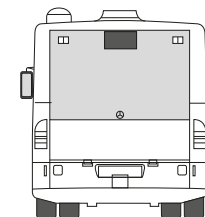
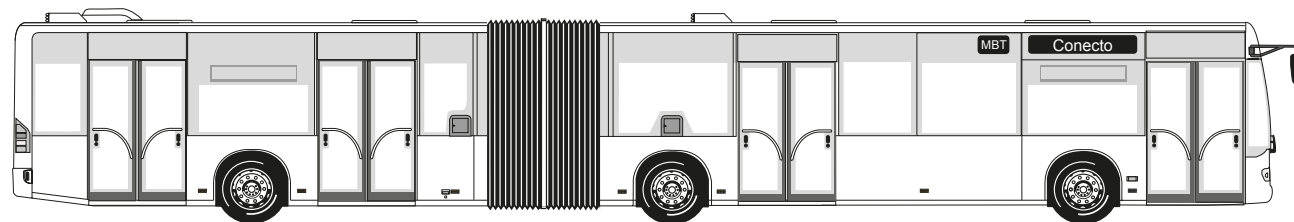


Model designations (Euro III - EEV)

Conecto (C628.310)

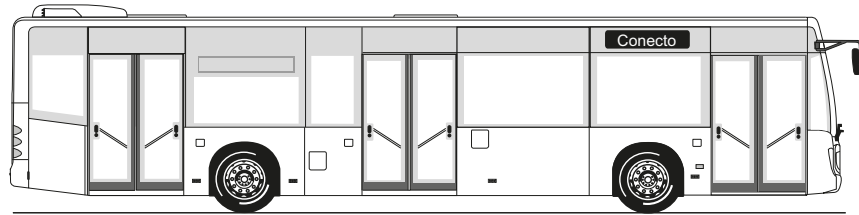


Conecto G (C628.320)

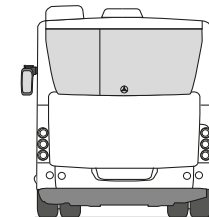
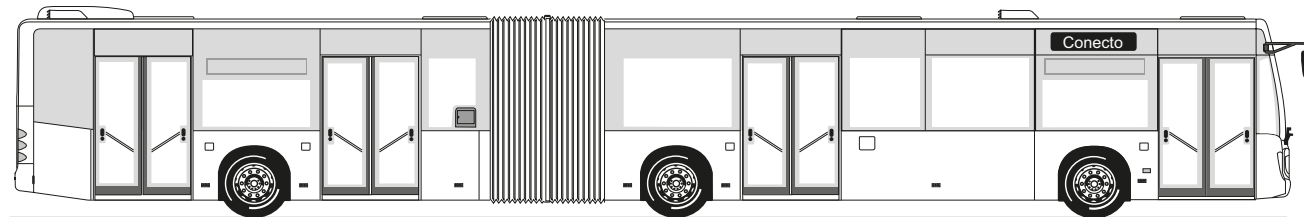


Model designations (Euro VI - Diesel)

Conecto (C628.331)

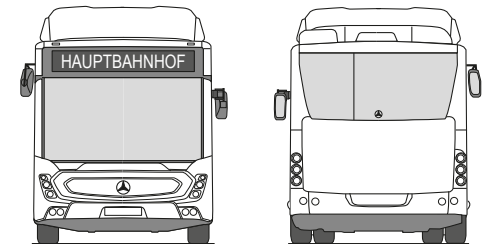
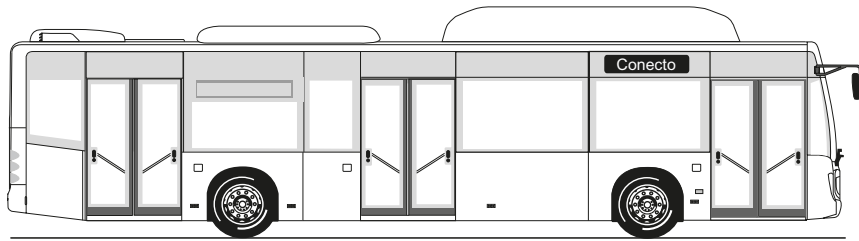


Conecto G (C628.341)

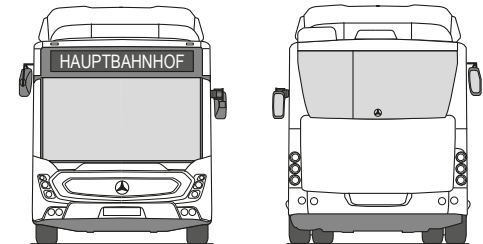
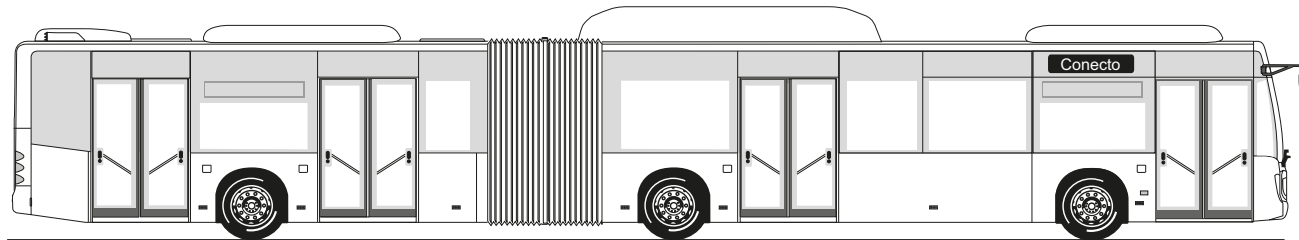


Model designations (Euro VI - NGT)

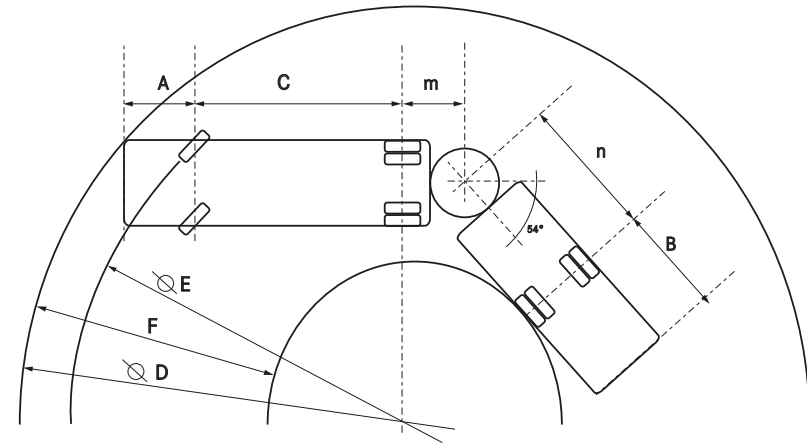
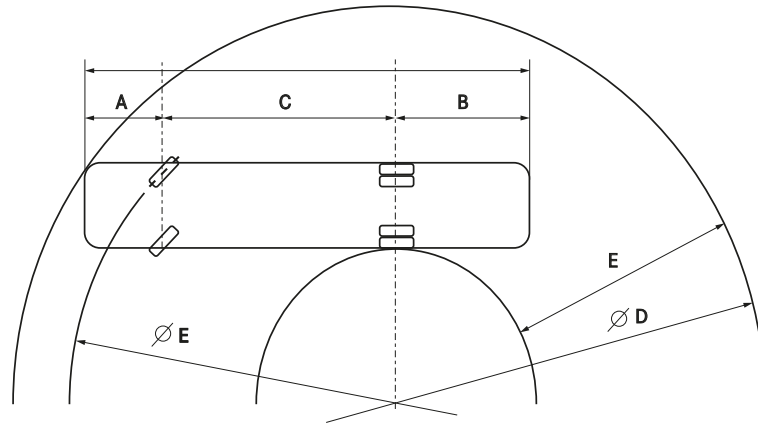
Conecto NGT (C628.351)



Conecto G NGT (C628.361)



Turning circle



	Euro III – EEV		Euro VI	
	Conecto	Conecto G	Conecto	Conecto G
A: Front overhang	2,705 mm	2,705 mm	2,818 mm	2,818 mm
B: Rear overhang	3,400 mm	3,400 mm	3,416 mm	3,416 mm
C: Wheelbase front axle – drive axle	5,845 mm	–	5,900 mm	–
C: Wheelbase front axle – centre axle	–	5,845 mm	–	5,900 mm
m+n: Wheelbase centre axle – drive axle	–	5,990 mm	–	5,990 mm
D: Minimum turning circle	21,542 mm	22,822 mm	21,164 mm	22,878 mm
E: Minimum track circle	17,484 mm	19,002 mm	17,060 mm	19,150 mm
F: Swept annular width – minimum turning circle	6,594 mm	7,436 mm	6,777 mm	7,415 mm
D: BOKraft turning circle	25,000 mm	25,000 mm	25,000 mm	25,000 mm
F: BOKraft swept annular width	5,780 mm	6,711 mm	5,818 mm	6,700 mm
F: Maximum permissible swept annular width according to BOKraft	7,200 mm	7,200 mm	7,200 mm	7,200 mm
Maximum front axle turning angle, inside/outside wheel	53°/46°	53°/46°	53°/46°	53°/46°

Dimensions and weights (Euro III-EEV)

	Euro III – EEV	
	Conecto	Conecto G
Vehicle length	11,950 mm	17,940 mm
Vehicle width	2,550 mm	2,550 mm
Vehicle height (incl. air conditioning system)	3,076 mm	3,076 mm
Wheelbase, front axle – drive axle	5,845 mm	–
Wheelbase, front axle – centre axle	–	5,845 mm
Wheelbase, centre axle – drive axle	–	5,990 mm
Front/rear overhang	2,705/3,400 mm	2,705/3,400 mm
Angle of approach/departure	7°/7°	7°/7°
Tyre size	275/70 R 22.5	275/70 R 22.5
Total passenger carrying capacity ECE R107 (without air conditioning system)	103	147
of which seats	32	48
of which standees	71	99
Boarding height, Door 1/Door 2/Door 3/Door 4	320/340/340/– mm	320/340/340/340 mm
Clear door width	1,250 mm	1,250 mm
Standing height front/rear	2,302/2,022 mm	2,302/2,022 mm
Height of floor above road surface	370 mm	370 mm
Platform height	280 mm	280 mm
Waistline height (above floor)	950 mm	950 mm
Fuel tank capacity	210 l	300 l
Capacity of AdBlue additive tank (Euro V/EEV only)	38 l	46 l
Gross vehicle weight	18,000 kg	28,000 kg
Axle loads, max. permissible*		
- Front axle (maximum allowed by design)	7,245 kg	7,245 kg
- Centre axle	–	10,000 kg
- Drive axle (maximum allowed by design)	12,000 kg	12,000 kg

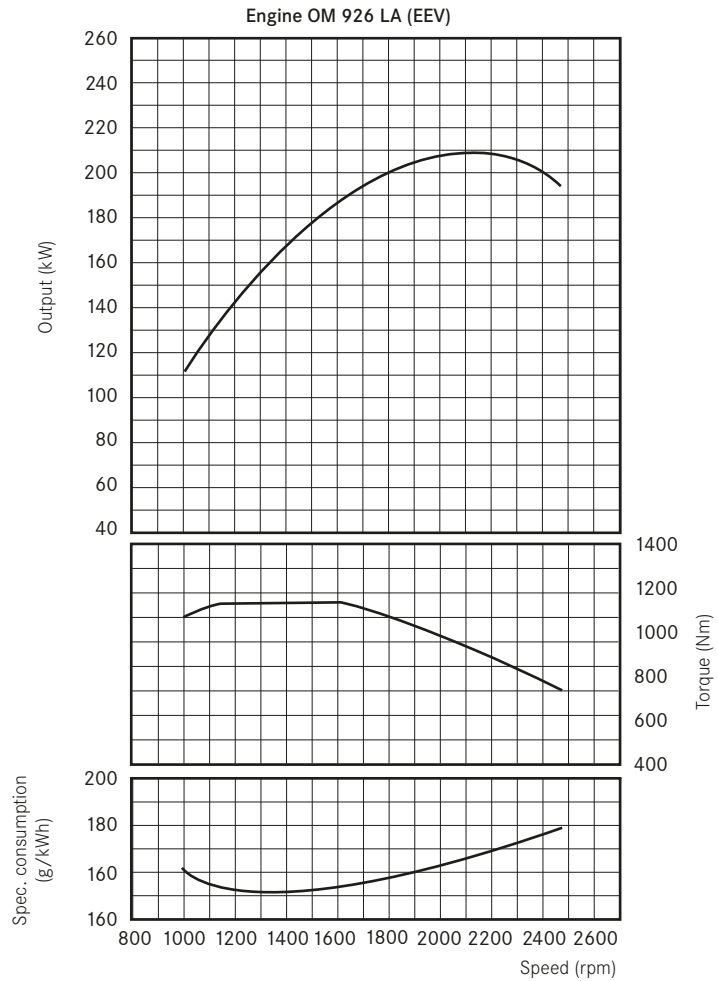
* Depending on country of registration, example based on Germany

Dimensions and weights (Euro VI)

	Euro VI - Diesel		Euro VI - NGT	
	Conecto	Conecto G	Conecto NGT	Conecto G NGT
Vehicle length	12,134 mm	18,124 mm	12,134 mm	18,124 mm
Vehicle width	2,550 mm	2,550 mm	2,550 mm	2,550 mm
Vehicle height (incl. air conditioning system/bonnet)	3,120/- mm	3,120/- mm	3,120/3,388 mm	3,120/3,388 mm
Wheelbase, front axle - drive axle	5,900 mm	-	5,900 mm	-
Wheelbase, front axle - centre axle	-	5,845 mm	-	5,845 mm
Wheelbase, centre axle - drive axle	-	5,990 mm	-	5,990 mm
Front/rear overhang	2,818/3,416 mm	2,818/3,416 mm	2,818/3,416 mm	2,818/3,416 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 (without air conditioning system)	101	148	99	158
of which seats	26	40	30	40
of which standees	75	108	69	118
Boarding height, Door 1/Door 2/Door 3/Door 4	320/320/320/- mm	320/320/320/320 mm	320/320/320/- mm	320/320/320/320 mm
Clear door width	1,250 mm	1,250 mm	1,250 mm	1,250 mm
Standing height front/rear	2,313/2,317 mm	2,313/1,317 mm	2,313/2,317 mm	2,313/1,317 mm
Height of floor above road surface	370 mm	370 mm	370 mm	370 mm
Platform height	280 mm	280 mm	280 mm	280 mm
Waistline height (above floor)	952 mm	952 mm	952 mm	952 mm
Fuel tank capacity	250 l	250 l	908 l	1,135 l
Capacity of AdBlue	32 l	32 l	-	-
Gross vehicle weight	19,000 kg	28,000 kg	19,000 kg	28,000 kg
Axle loads, max. permissible*				
- Front axle (maximum allowed by design)	7,500 kg	7,500 kg	7,500 kg	7,500 kg
- Centre axle	-	10,000 kg	-	10,000 kg
- Drive axle (maximum allowed by design)	13,000 kg	13,000 kg	13,000 kg	13,000 kg

* Depending on country of registration, example based on Germany

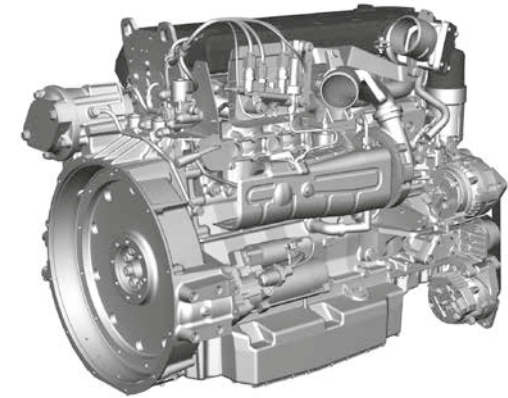
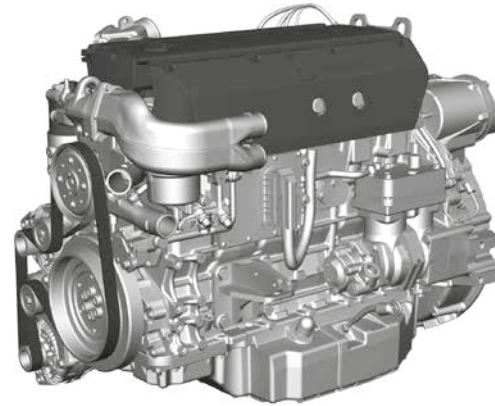
Drive train/Technology (Euro III-EEV)



P_{max} 210 kW at 2,200 rpm (80/1269/EEC)

T_{max} 1,120 Nm at 1,200-1,600 rpm

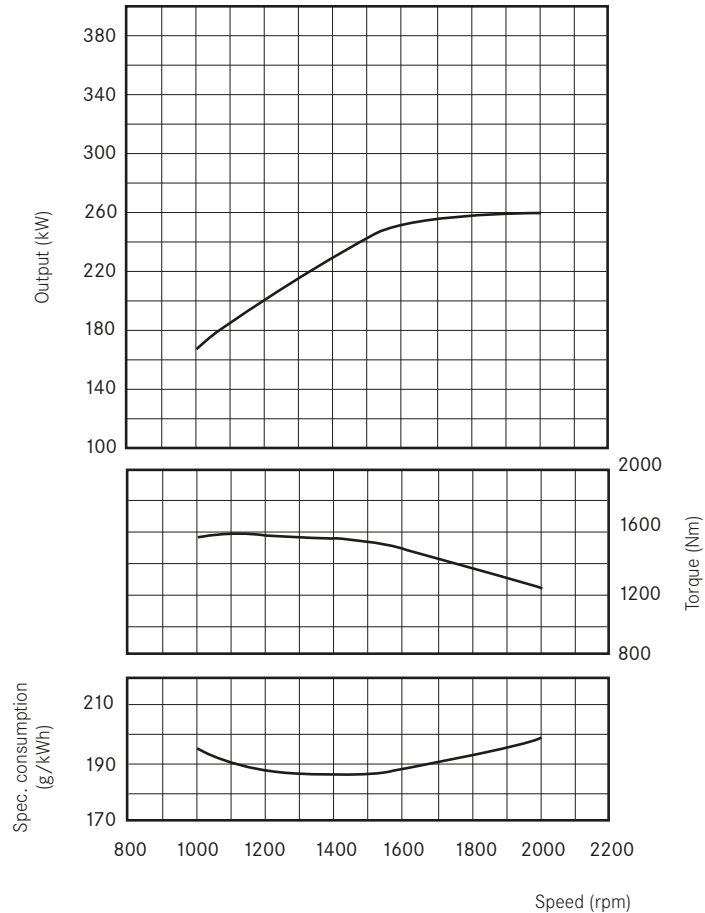
Steady-state full-load curves



		Conecto
Engine	OM 906 LA (Euro III)	OM 926 LA (EEV*)
Displacement	6,370 cm ³	7,700 cm ³
Output (standard)	205 kW	210 kW
Cylinders/arrangement	6/in-line	6/in-line
Max. torque	1,120 Nm at 1,200-1,600 rpm	1,120 Nm at 1,200-1,600 rpm
Transmission		Transmission Voith, 4-speed, automatic transmission
Steering		ZF power steering
Axles		
- Front axle		ZF, independent wheel suspension
- Drive axle		ZF AV 133
Brakes		Electro-pneumatic braking system (EBS) with disk brakes
		Anti-lock Braking System (ABS)

* Our buses achieve the EEV emission standard (optional), depending on model and power unit, without a diesel particulate filter.

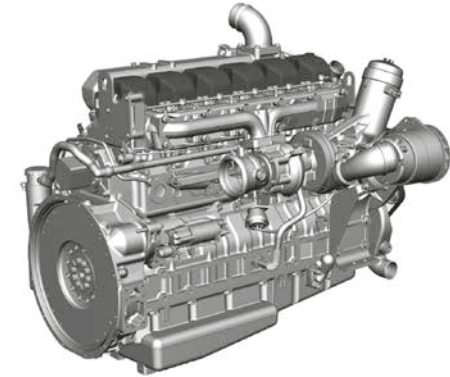
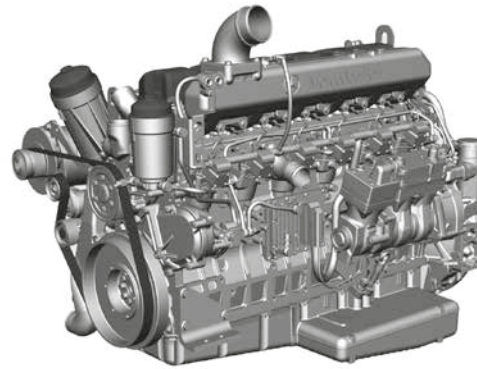
Engine OM 457 LA
(EEV)



P_{max} 260 kW at 2,000 rpm (80/1269/EEC)

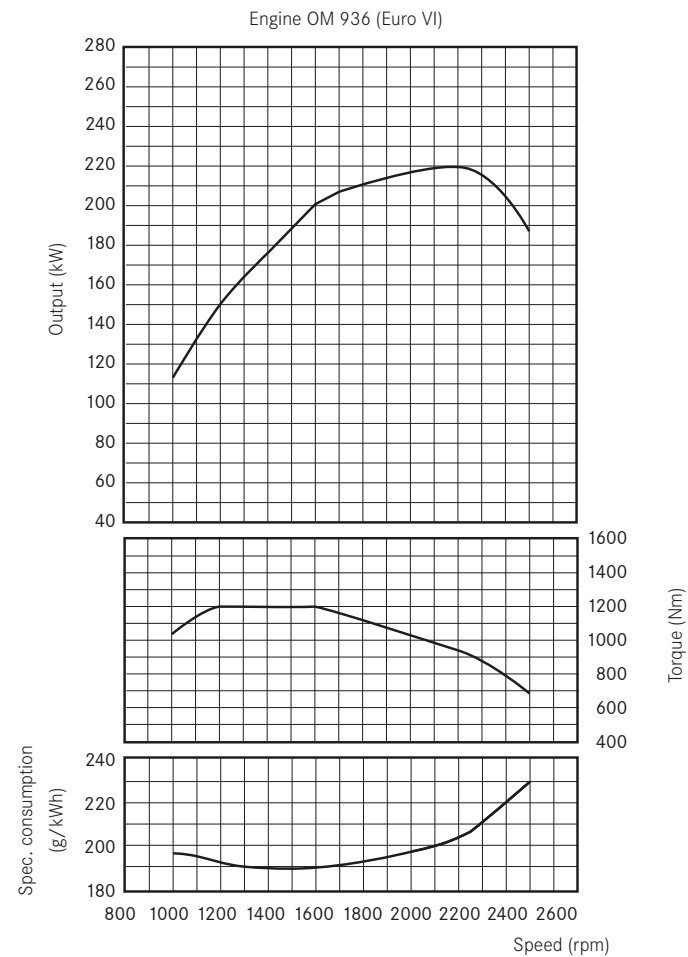
T_{max} 1,600 Nm at 1,100 rpm

Steady-state full-load curves



	Conecto G
Engine	OM 457 LA (Euro III/EEV)
Displacement	11,967 cm ³
Output (standard)	260 kW
Cylinders/arrangement	6/in-line
Max. torque	1,600 Nm at 1,100 rpm
Transmission	Transmission ZF EcoLife, 6-speed, automatic transmission
Steering	ZF power steering
Axles	
- Front axle	ZF, independent wheel suspension
- Centre axle	ZF AVN 133
- Drive axle	ZF AV 133
Brakes	
	Electro-pneumatic braking system (EBS) with disk brakes
	Anti-lock Braking System (ABS)

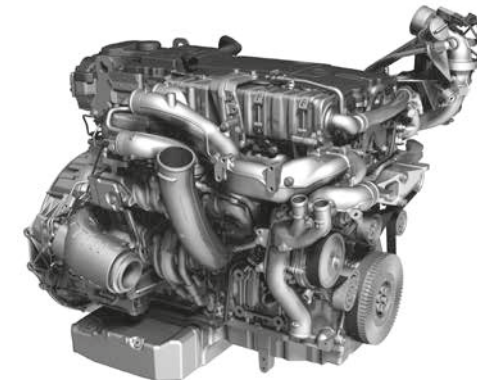
Drive train/Technology (Euro VI - Diesel)



P_{max} 220 kW at 2,200 rpm (80/1269/EEC)

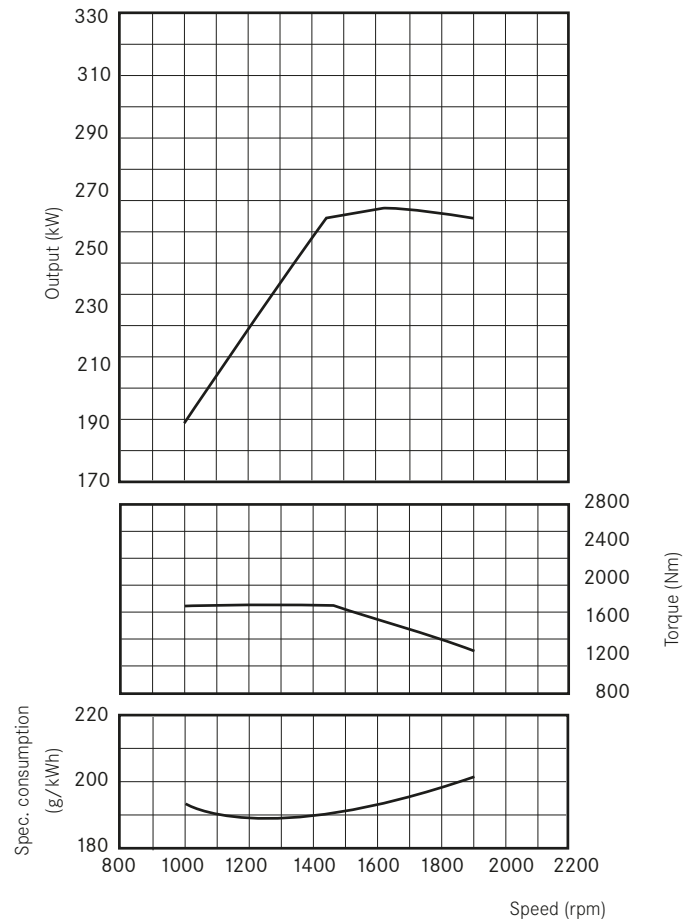
T_{max} 1,200 Nm at 1,200-1,600 rpm

Steady-state full-load curves



	Conecto
Engine	OM 936 (Euro VI)
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	ZF AV 133
Brakes	
	Electro-pneumatic braking system (EBS) with disk brakes
	Anti-lock Braking System (ABS)

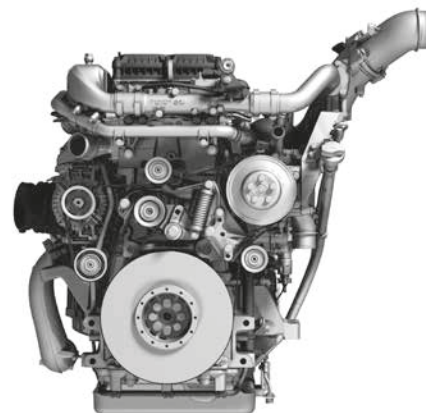
Engine OM 470 (Euro VI)



P_{max} 265 kW at 1,600 rpm (80/1269/EEC)

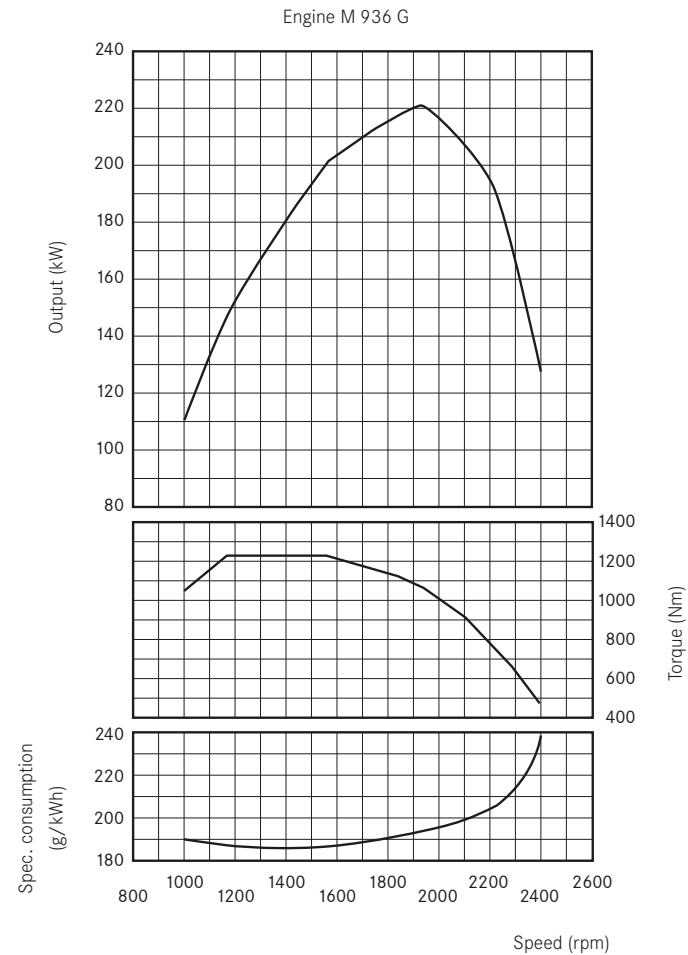
T_{max} 1,700 Nm at 1,100 rpm

Steady-state full-load curves



	Conecto G
Engine	OM 470 (Euro VI)
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 133
- Drive axle	ZF AV 133
Brakes	
	Electro-pneumatic braking system (EBS) with disk brakes
	Anti-lock Braking System (ABS)

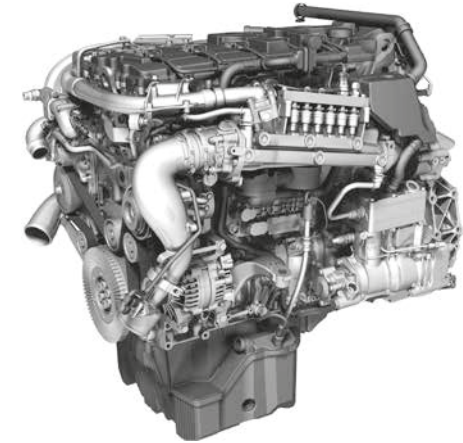
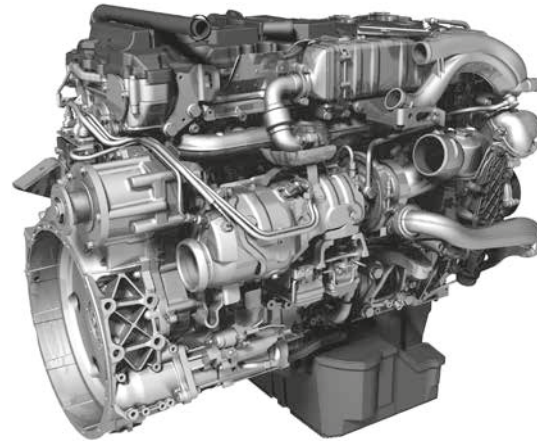
Drive train/Technology (Euro VI - NGT)



P_{max} 222 kW at 2,000 rpm (80/1269/EEC)

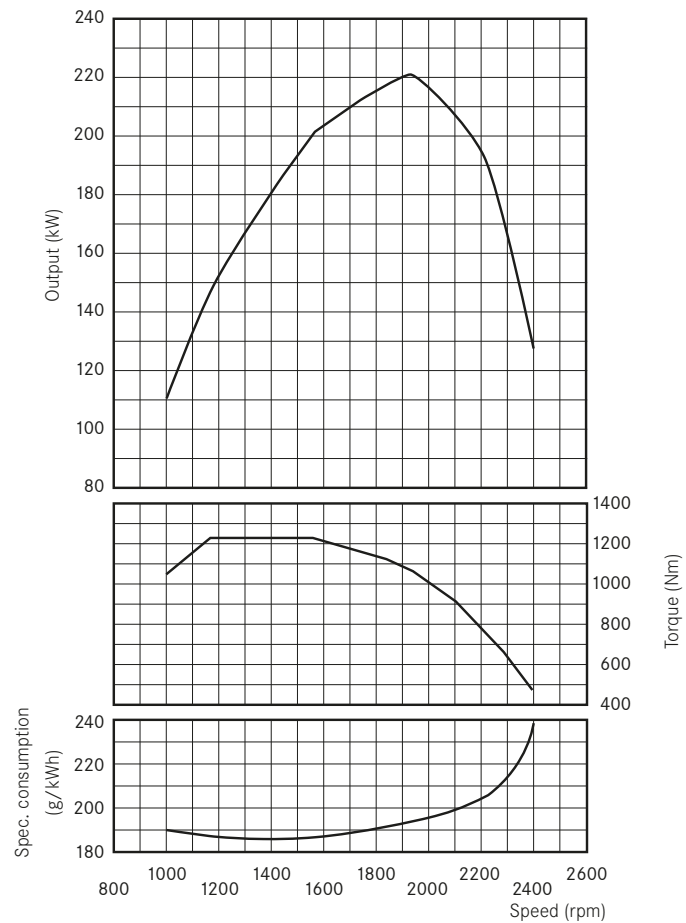
T_{max} 1,200 Nm at 1,200-1,600 rpm

Steady-state full-load curves



	Conecto NGT
Engine	M 936 G
Displacement	7,700 cm ³
Output (standard)	222 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	Mercedes-Benz rigid axle
- Drive axle	ZF AV 133
Brakes	
	Electro-pneumatic braking system (EBS) with disk brakes
	Anti-lock Braking System (ABS)

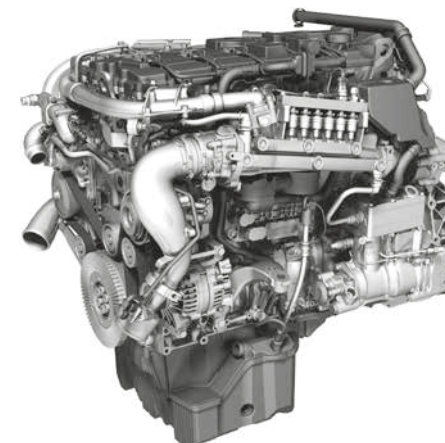
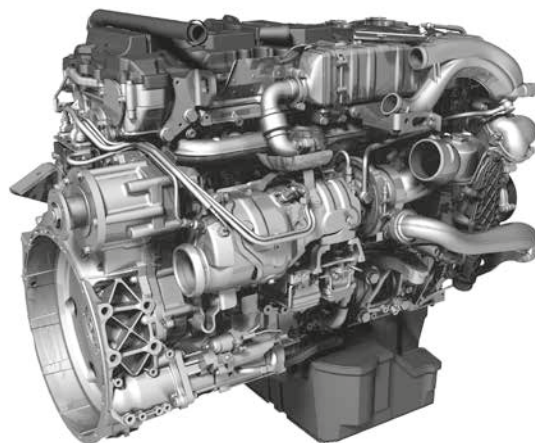
Engine M 936 G



P_{max} 222 kW at 2,000 rpm (80/1269/EEC)

T_{max} 1,200 Nm at 1,200-1,600 rpm

Steady-state full-load curves



Conecto G NGT

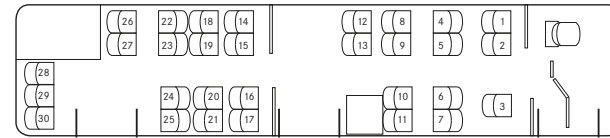
Engine	M 936 G
Displacement	7,700 cm ³
Output (standard)	222 kW
Cylinders/arrangement	6/in-line
Max. torque	1,200 Nm at 1,200-1,600 rpm
Transmission	Transmission Voith Diwa.6, 4-speed, automatic transmission
Steering	ZF power steering
Axles	
- Front axle	Mercedes-Benz rigid axle
- Centre axle	ZF AVN 133
- Drive axle	ZF AV 133
Brakes	
	Electro-pneumatic braking system (EBS) with disk brakes
	Anti-lock Braking System (ABS)

Seating variants Conecto

Conecto (C 628.331)

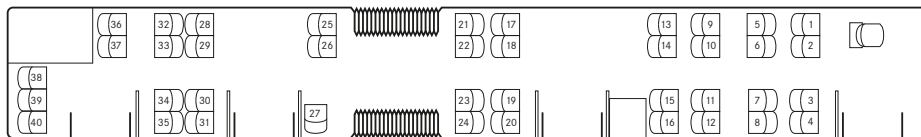


Standard: Number of seats 1/26

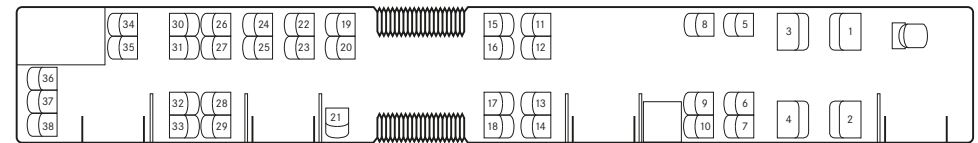


Special equipment (example): Number of seats 1/30

Conecto G (C 628.341)



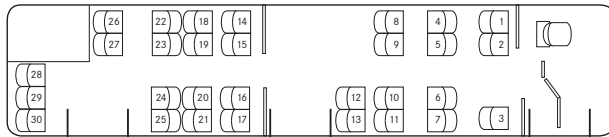
Standard: Number of seats 1/40



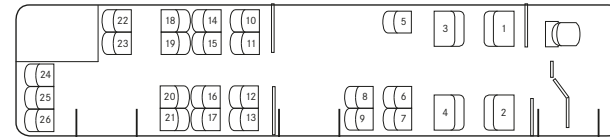
Special equipment (example): Number of seats 1/38

Seating variants Conecto NGT

Conecto NGT (C 628.351)

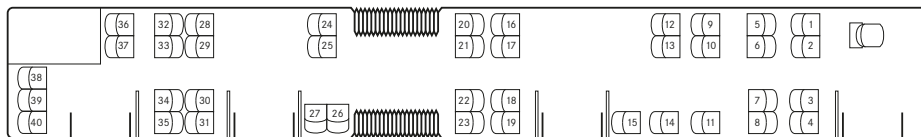


Standard: Number of seats 1/30

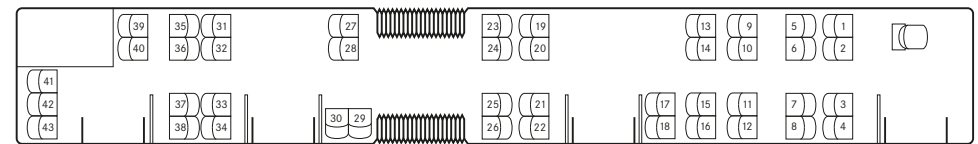


Special equipment (example): Number of seats 1/26

Conecto G NGT (C 628.361)



Standard: Number of seats 1/40



Special equipment (example): Number of seats 1/43

Standard and special equipment (selected)

Engine and running gear	Euro III/EEV		Euro VI - Diesel		Euro VI - NGT	
	Conecto	Conecto G	Conecto	Conecto G	Conecto NGT	Conecto G NGT
Engine Mercedes-Benz OM 926 LA, 210 kW (EEV)	●	-	-	-	-	-
Engine Mercedes-Benz OM 906 LA, 205 kW (Euro III)	○	-	-	-	-	-
Engine Mercedes-Benz OM 457 LA, 260 kW (EEV)	-	●	-	-	-	-
Engine Mercedes-Benz OM 457 LA, 260 kW (Euro III)	-	○	-	-	-	-
Engine Mercedes-Benz M 936 G, 222 kW (Euro VI)	-	-	-	-	●	●
Engine Mercedes-Benz OM 936, 220 kW (Euro VI)	-	-	●	-	-	-
Engine Mercedes-Benz OM 470, 265 kW (Euro VI)	-	-	-	●	-	-
Transmission Voith Diwa.6, 4-speed, automatic transmission	●	○	●	●	●	●
Transmission ZF EcoLife, 6-speed, automatic transmission	○	○	○	○	○	○
Recuperation module	-	-	○	○	○	○
Electro-pneumatic braking system (EBS)	●	●	●	●	●	●
Anti-lock Braking System (ABS)	●	●	●	●	●	●
Electronic Stability Program (ESP®)	-	-	○	-	○	-
Electronic anti-jackknife control	-	●	-	-	-	-
Anti-jackknife ATC (Articulation Turntable Controller)	-	-	-	●	-	●
Acceleration Slip Regulation (ASR)	○	○	○	○	○	○
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	○	○	○	○	○	○

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

Driver's area	Conecto	Conecto G
Driver's seat PILOT	●	●
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	●	●
Heated exterior mirror with school bus approval	●	●
Exterior mirrors heated, electrically adjustable with school bus approval	○	○
Driver's microphone	○	○
Reversing buzzer	○	○
Blind across 1/2 of windscreen	●	●
Blind across 2/3 of windscreen	○	○
Fire detection system for engine compartment monitoring	●	●
Fire extinguishing system	○	○
Other	Conecto	Conecto G
Halogen front fog lamps, integrated in bumper	○	○
Side windows heat-absorbing, green tint	●	●
Side windows double glazed	○	○
Hinged panes in side windows	●	●
Folding ramp at Door 2, mechanical / electric	○ / ○	○ / ○

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

Climate control	Conecto	Conecto G
Turbo roof ventilator	●	●
Roof duct ventilation system with integral heating	○	○
Roof-mounted air conditioning system Euro VI - Diesel/Euro VI - NGT	○/●	○/●
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	●	●

Interior	Conecto	Conecto G
Seating City Star Basic (CSB)	●	●
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	○	○

Information systems	Conecto	Conecto G
Radio system with CD player	○	○
Multi-function antenna for radio, mobile phone	○	○
Bus stop display inside, cross duct	○	○
Destination system LED or LCD	○	○
Wheelchair button inside/outside	○	○
Digital clock on front end flap	○	○

● 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-jackknife ATC (Articulation Turntable Controller):

The ATC is a dynamic drive system that controls the hydraulic damping of the articulation joint rapidly as required, as a function of the steering angle, articulation angle, speed, and load. For this purpose the ATC has access to the data of the CAN bus data.

The effect is as follows: If the otherwise normally high basic damping of the joint leads to a strong tendency to understeer in turns and increased tyre wear on the front axle, then under normal stable driving conditions the joint of the vehicle runs almost freely, and is damped solely through the friction of the elements.

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.

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. Cataphoretic dip priming is demonstrably the best protection against corrosion in vehicle construction at present available.

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 Program (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.

Electropneumatic-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 brake disc and lining wear.

Important for you. Important for us. Technical data stored in the vehicle.

Electronic vehicle components (e.g. Airbag Control Unit, Engine Control Unit) contain data storage for vehicle Technical Data, including but not limited to Diagnostic Trouble Codes in the event of a malfunction, vehicle speed, braking force, or operating conditions of the Restraint System and Driver Assistance Systems in case of an accident (no audio and no video data recording). This data is either stored volatile, punctual as snapshot e.g. Diagnostic Trouble Codes, over a short period of time (a few seconds only) e.g. in case of an accident or in aggregated form e.g. for component load evaluation. The data can be read using interfaces connected to the vehicle. Trained technicians can process and utilize the data to diagnose and repair possible malfunctions. The manufacturer can use the data to analyze and improve vehicle functions. When requested by the customer, Technical Data can form the basis of additional optional services. In general, data from the vehicle is transferred to the manufacturer or a third party only according to legal allowance, or based on a contractual customer consent in accordance with data protection laws. Further information regarding storage of vehicle Technical Data is provided in the vehicle Owner's Manual. Mercedes-Benz Buses and Coaches naturally handles customer data confidentially.

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