



The Citaro interurban buses.

The benchmark.

Mercedes-Benz

The standard for buses.



Setting standards connecting town and country.

In the past 120 years Mercedes-Benz has developed the bus into a high performance, safe and environmentally friendly form of transport. With the Citaro Ü interurban bus we have built an extremely efficient and popular bus for you – revolutionising interurban transport. Whatever the variant, the Citaro Ü does not follow any trends – it sets them.





Efficiency has a system: The tried and tested Citaro modular system.

One bus and its diversity. The secret of the success of all Citaro models is based on the tried and tested Citaro modular system. Thanks to this the Citaro can cover all inter-urban service tasks. From the rigid vehicle to the articulated bus; from the continuous low floor to the low entry variant, there is a vehicle available to suit every requirement. But whatever the vehicle model – the basis for the high overall efficiency is the unified modular system with its commonality of parts. That makes the Citaro a worldwide best-seller and popular image bearer.

Flexible movability. A striking design, noticeable comfort, comprehensive safety, an outstanding environmental audit, excellent quality and impressive economic efficiency all combine to make the Citaro the benchmark for interurban buses. Add to this an unbelievably broad range of variants and it qualifies as the ideal vehicle for all interurban service tasks.

Always the frontrunner. Mercedes-Benz has always been a pioneer in the development of innovative drive technologies. One of these, BlueEFFICIENCY Technology, has set standards for city and interurban buses. This was fitted in the Citaro as early as 2012. Equipped with environmentally friendly Euro VI engines, the Citaro Ü has once again become the benchmark for interurban buses.

Clean production. The production of the Citaro Ü itself sets the standard for being eco friendly. For example, the cathodic dip priming process is largely solvent-free. The Citaro has also been available since 2007 with the “Blue Angel” environmental label. And, on reaching the end of a successful service life, its components are particularly suitable for recycling.

Consistent quality. More than any other manufacturer, Mercedes-Benz stands for high quality. The Citaro Ü is manufactured in the most modern bus production plants. Components are extensively tested and strictly controlled – for a long bus life and excellent economic efficiency.



Technical information:
all details are now online.
www.mercedes-benz-bus.com/technical-data-en



Safe. Safer. Mercedes-Benz.

For years, Mercedes-Benz has pursued its vision of accident-free driving. The integral safety concept covers all phases of automotive safety – safety when driving and in dangerous situations, protection in the event of an accident and minimising the impact of an accident. Safety is also integrated into the Citaro interurban buses as standard. The body itself protects the passengers in the event of side impact. In the event of a rear-end collision, the reinforced front end minimises the impact of an accident while protecting the driver.

See and be seen. New as optional equipment are the long-life LED headlamps. The light beam can be defined very accurately. The colour of the light is approximately the same as daylight, and so causes the driver's eyes to tire less quickly. More brightness and longer range provide additional safety. LED lamps are about two to three times more efficient than conventional filament bulbs.

Both agile and robust. The Articulation Turntable Controller (ATC) recently developed by Mercedes-Benz is a sophisticated anti-jackknife system for articulated buses. This swivel joint and its control form one of the Citaro GÜ's core elements: the hydraulic damping of the joint responds quickly and, above all, as needed.

Support while driving. The Citaro interurban bus supports the driver with numerous assistance systems. The Acceleration Skid Control feature (ASR) prevents the drive wheels from spinning. The Electro-pneumatic Brake System (EBS) also offers additional safety support. It significantly reduces the stopping distance, since the brakes are controlled more quickly and more precisely. Furthermore, the Citaro interurban bus is equipped as standard with the Electronic Stability Programme (ESP®). It recognises dynamic driving situations such as evasive manoeuvres and helps the driver stabilise the vehicle by braking individual wheels and adjusting the engine power. New safety features such as Preventive Brake Assist and the Sideguard Assist ensure predictive braking and manoeuvring.



Sideguard Assist

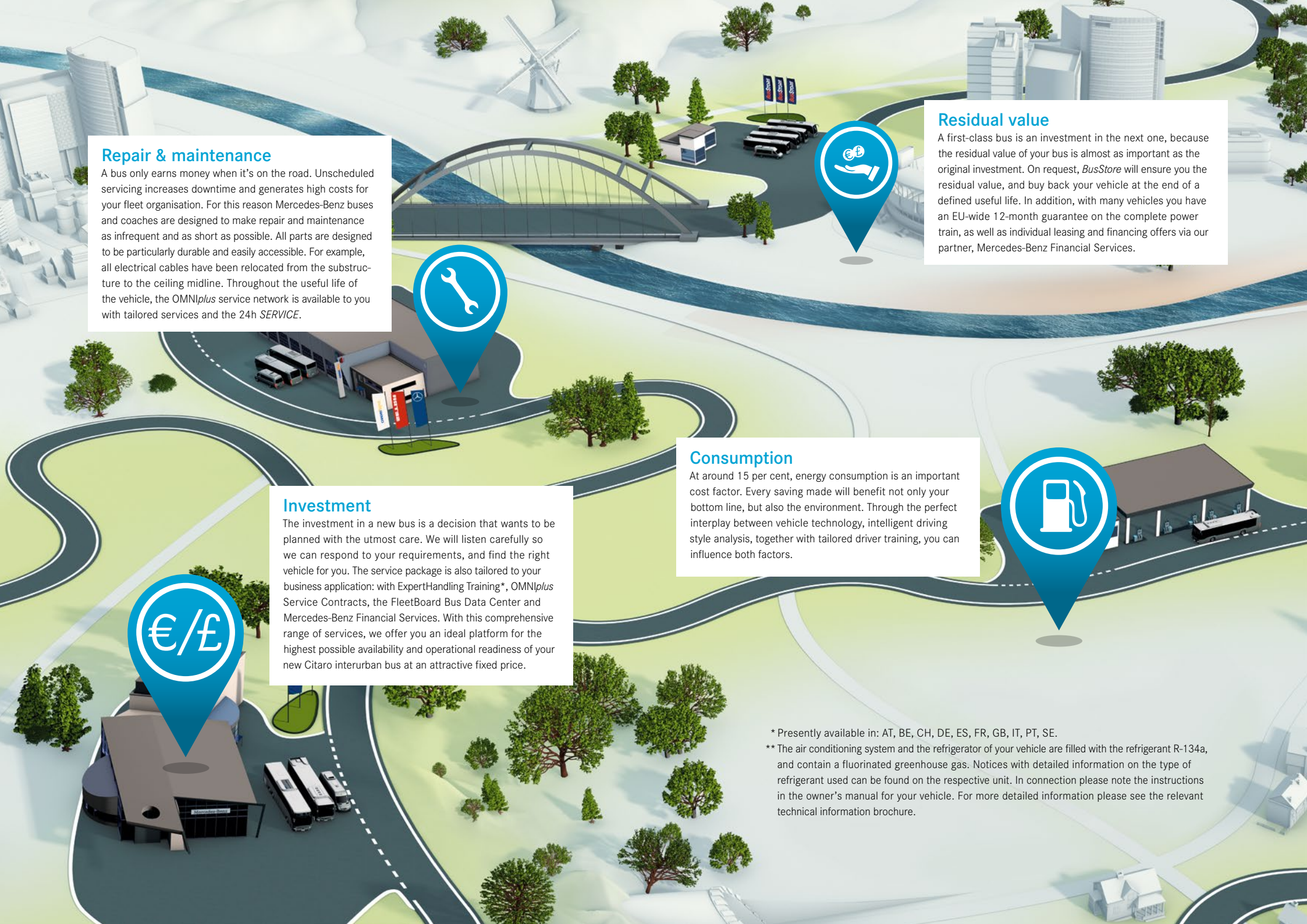
The Sideguard Assist turning assistant feature considerably increases the safety of unprotected road users, especially in cities, since it helps the driver recognise critical situations in a timely manner when turning. The system operates in different stages: in a first stage, it informs the driver, and in a second stage, it provides an additional warning. If a moving object is located in the lateral monitoring zone, an LED light in a triangular shape illuminates yellow in the A pillar on the passenger side. It intuitively directs the attention to the situation next to the vehicle. Additionally, a warning message appears in the central display. If the driver initiates or continues an action that could lead to a collision, an additional visual warning is given: the LED light flashes several times red with higher luminosity and then permanently. In addition to this, a tactile vibration acts as a warning in the driver's seat. Moreover, Sideguard Assist warns the driver of stationary obstacles in the coach's turning curve and can also take on the task of a lane changing assistant, in which case it operates with the same warning cascade.



Preventive Brake Assist

With the Preventive Brake Assist feature, Mercedes-Benz is offering the first Active Brake Assist for city line buses worldwide. The new assistance system warns of a potential collision with moving pedestrians as well as stationary or moving objects and automatically initiates a braking manoeuvre with partial braking in the event of an acute collision hazard. Warning cascade and braking intervention are designed for use in city traffic. In the event of an imminent collision with pedestrians and with moving or stationary objects, the Preventive Brake Assist warns the driver visually by a red illuminated triangle with a vehicle symbol in the central display as well as acoustically, while initiating partial braking. This is held until either the driver intervenes or the bus comes to a stop. The platform for the Preventive Brake Assist is a new generation of radar technology: the radar system continuously scans an area of up to 250 metres in the lane in front of the bus and works reliably even at night and adverse weather conditions.





Repair & maintenance

A bus only earns money when it's on the road. Unscheduled servicing increases downtime and generates high costs for your fleet organisation. For this reason Mercedes-Benz buses and coaches are designed to make repair and maintenance as infrequent and as short as possible. All parts are designed to be particularly durable and easily accessible. For example, all electrical cables have been relocated from the substructure to the ceiling midline. Throughout the useful life of the vehicle, the OMNI*plus* service network is available to you with tailored services and the 24h *SERVICE*.

Investment

The investment in a new bus is a decision that wants to be planned with the utmost care. We will listen carefully so we can respond to your requirements, and find the right vehicle for you. The service package is also tailored to your business application: with ExpertHandling Training*, OMNI*plus* Service Contracts, the FleetBoard Bus Data Center and Mercedes-Benz Financial Services. With this comprehensive range of services, we offer you an ideal platform for the highest possible availability and operational readiness of your new Citaro interurban bus at an attractive fixed price.

Consumption

At around 15 per cent, energy consumption is an important cost factor. Every saving made will benefit not only your bottom line, but also the environment. Through the perfect interplay between vehicle technology, intelligent driving style analysis, together with tailored driver training, you can influence both factors.

Residual value

A first-class bus is an investment in the next one, because the residual value of your bus is almost as important as the original investment. On request, *BusStore* will ensure you the residual value, and buy back your vehicle at the end of a defined useful life. In addition, with many vehicles you have an EU-wide 12-month guarantee on the complete power train, as well as individual leasing and financing offers via our partner, Mercedes-Benz Financial Services.

* Presently available in: AT, BE, CH, DE, ES, FR, GB, IT, PT, SE.
** The air conditioning system and the refrigerator of your vehicle are filled with the refrigerant R-134a, and contain a fluorinated greenhouse gas. Notices with detailed information on the type of refrigerant used can be found on the respective unit. In connection please note the instructions in the owner's manual for your vehicle. For more detailed information please see the relevant technical information brochure.

Every bus costs money. The Citaro Ü saves money.

Many factors generate costs when operating a bus. Even if you cannot control all the costs, there is a great deal you can still do to run your Mercedes-Benz Citaro Ü bus more economically: over a third of the costs arising can be actively influenced. We will show you where the overall economical advantages of our buses and services lie in relation to investment, consumption, maintenance, and residual value.

Economy is a technological matter. With each Citaro Ü you have an efficient overall solution to your schedule. The innovative vehicle technology has proven itself: from the powerful BlueEFFICIENCY drive technology, through the fully automatic transmission, to the advanced hypoid rear axle.

Save on fuel—cut costs. The Euro VI engines** reduce not only harmful emissions to a minimum, but also the fuel consumption, and so a considerable proportion of the fixed operating costs. This is due in part to the recuperation module, which supplies the vehicle electrical system with stored energy—generated free in the overrun mode. This lightens the load on the engine, and reduces fuel consumption by up to 3.6 per cent.

Thinking one step ahead right from the start. Quality and longevity make the Citaro Ü from the outset into a solid investment. Our OMNI*plus* service contracts also help to keep your accounts running to schedule. The regular maintenance guarantees transparent costs at all times, and helps you to calculate the residual value.

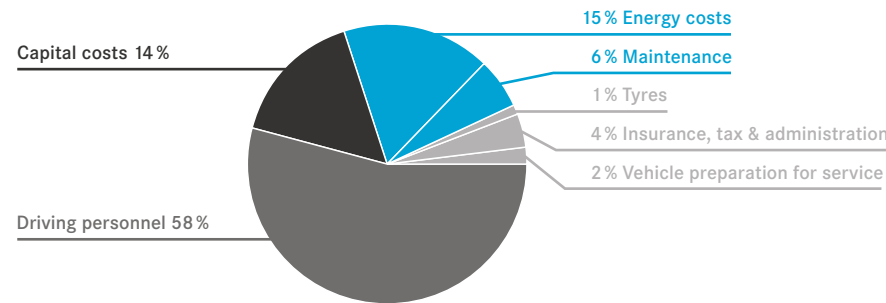
Efficiency through Financial Services. You profit not only from the technical advantages of the Citaro Ü. Attractive financing offers and insurance solutions with benefits calculated exactly to your individual requirements ensure you a competitive edge.

TCO at a glance: Find out more about the cost factors involved when operating a bus at <http://overall-economy.bus.mercedes-benz.com>

Service, wherever you need it. Mercedes buses are running on virtually all roads in Europe—reason enough for also offering the densest bus-specific service network. That guarantees rapid assistance and short downtimes should the worst come to the worst. Round the clock service with our reliable 24h *SERVICE*.

Investments that pay off. Our OMNI*plus* EcoTraining shows that saving fuel and keeping to the schedule are not necessarily in conflict. Together with the Daimler FleetBoard Bus Data Center, the economic fleet handling can be sustainably increased. On request *BusStore* will ensure you the residual value, and buy back your vehicle at the end of the defined useful life.

Total Cost of Ownership***



*** Example calculation using average values from the German market. TCO cost blocks taking the example of the Citaro city bus Euro VI. Assumptions: 10 years at 60,000 km per year, German market. Status: June 2015.

Digital services for your Mercedes-Benz.

Your new service world: the OMNIplus ON portal combines all the digital services you need. OMNIplus ON integrates existing as well as new services such as OMNIplus Uptime—for the intelligent networking of vehicle, driver, company and service. With a single portal, you can take advantage of personalised access to a variety of services. OMNIplus ON Advance monitors the technical “health status” of the fleet and ensures the highest possible vehicle

availability. OMNIplus ON Monitor guarantees the best possible efficiency in operational fleet management. OMNIplus ON Drive simplifies many of your drivers’ daily tasks while making communication more efficient.

More information is available at www.omniplus-on.com

OMNIplus ON



OMNIplus Uptime—Thinks ahead. Keeps you on the road.

The service that delivers the highest possible availability. With the optional OMNIplus Uptime, a service is available to you which automatically identifies a repair or maintenance requirement and, depending on the urgency, forwards it to the pan-European OMNIplus 24h SERVICE, an authorised service center or yourself. In doing so, OMNIplus Uptime differentiates between three levels of urgency: avoiding breakdowns, proactive repair and maintenance management as well as transparency regarding pending maintenance measures. With OMNIplus Uptime, breakdowns can be reduced and workshop stays ideally planned. This increases vehicle availability while lowering your overall costs. The technical prerequisite for the use of OMNIplus Uptime is an installed FleetBoard Bus Data Center.

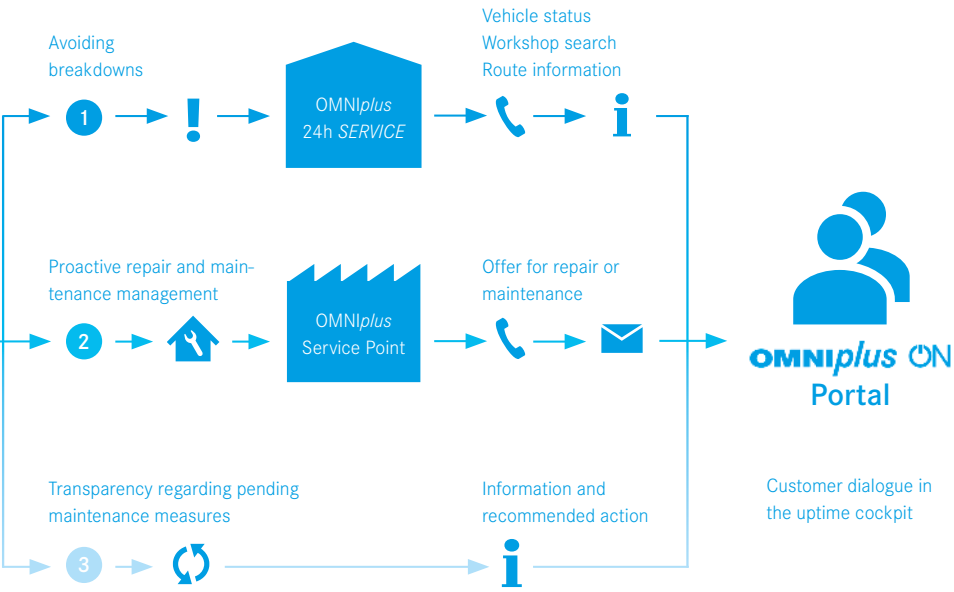
FleetBoard Bus Data Center



Data collection
Data transmission



Data analysis
Fault diagnosis





Recuperation module uses the energy of the route.

Compact, intelligent, powerful. With the 24-V recuperation module the Citaro gets an intelligent energy manager. And its economy another nudge in the direction of less fuel consumption.

Energy regeneration the intelligent way. In a bus, the lighting, ventilation, destination indicators, vehicle electrical systems etc. constantly require electrical power. Driving the alternators required for this purpose inevitably consumes fuel. But there is also another way: The innovative recuperation module stores the power that is generated without consuming

additional fuel. Double layer capacitors called ultracaps act as energy storage devices. These are extremely efficient and work continuously at a low 24 volts. The advantage is that after 20 seconds the capacitors are already charged, and the energy can be delivered again. This power is used when full engine power is needed for the vehicle drive, for example when moving off. That pays off. Decelerating from 40 km/h to a standstill stores enough energy to supply the entire vehicle electrical system under a consumer load rating of 1,000 W* for 60 seconds.

*Typical figures



Save fuel the clever way. The 24-V recuperation module supplies the vehicle electrical system with stored energy—generated free during deceleration. The most important features of this innovative technology are:

- Extremely efficient double layer capacitors
- Intelligent distribution of the stored energy
- Lightens the load on the engine when moving off

- Relieves vehicle batteries and alternators, thus prolonging their service life
- Lowers fuel consumption and CO₂ emissions of the Citaro by up to 3.6 per cent (depending on the route and loading of the vehicle electrical system by auxiliary consumers)
- Operates continuously at a low voltage
- 31 Wh storage capacity with a weight of only 22 kg
- On “Ignition Off” delivers the stored electrical charge to the on-board battery



Without recuperation module:

- Auxiliary units continuously require power
- Alternators supply power to the electrical system
- The alternators place an extra load on the diesel engine, which means more consumption and less performance



With recuperation module:

- Auxiliary units continuously require power
- The recuperation module delivers power to the vehicle electrical system until it is empty
- The alternators do not need to work
- The load on the diesel engine is lightened



Without recuperation module:

- Auxiliary units continuously require power
- Diesel engine drives the alternators without consuming fuel
- Alternators supply power to the electrical system



With recuperation module:

- Diesel engine drives the alternators without consuming fuel
- Auxiliary units continuously require power
- Alternators supply vehicle electrical system and recuperation module
- The recuperation module charges up and stores electrical energy



Versatility with style. In town and country.

When distances between bus stops become longer and vehicle speeds increase, the Citaro Ü shows its strengths. In addition to a spacious interior and comfortable entries, these include above all its impressive efficiency.

The right one for everybody. Rigid bus, articulated bus and low-entry variant, differing lengths, several performance levels: the Citaro Ü scores here with its model range thanks to the modular system principle. In the most diverse variants the Citaro Ü has continually set new standards in interurban service for almost two decades.

Simply unmistakable. Visually the Citaro Ü has always been a trendsetter. Design elements contribute to an unmistakable contour. With its impressive design, powerful styling, and the unmistakable typical Mercedes-Benz look, it has an appeal that adds to the value of every fleet. In addition it also stands out with its numerous design elements, such as the striking front panel and the contoured wheel arches. Also eye-catching are the large side windows with the curving lower edges.

Efficiency can be managed. For increased energy efficiency, the new electro-hydraulic steering feature—intelligent eco steering—is available as an option. It works as needed while contributing to reduced fuel consumption in urban scheduled services.





Comfort whatever the route – even on longer journeys.

On the Citaro Ü the interior goes perfectly with its appealing exterior. Clear lines and functional details define the cleanly designed and spacious interior. As soon as you board you feel well taken care of. Bright illumination of the boarding area and the tidy handrail concept contribute to this. It is good that the Citaro Ü offers the choice between various equipment variants. So everyone can find the ideal vehicle, even for special requirements.

A passenger's dream. The ergonomically shaped interurban seats offer an optimum degree of comfort. The fold-up seats are also equivalent to a full seat thanks to their low depth. With the comfortable height even the tallest standing passengers have enough headroom. The grab rails offer a secure handhold. If desired, the Citaro Ü bus can be fitted with spacious luggage racks. The easy to operate cassette ramp offers wheelchair users and people with restricted mobility comfortable and safe boarding. Equipment suitable for people with disabilities in accordance with EU directives is of course also available. Optionally, a wheelchair space can also be integrated with an electrical cassette ramp.

A pleasant climate at any time of the year. Especially on long journeys, passengers will benefit from the pleasant air conditioning on board the Citaro Ü. Thermostatically controlled sidewall heaters ensure comfortable temperatures in winter. The perforated ceiling aids the automatic ventilation of the passenger compartment. And thanks to the powerful air conditioning system* with integrated roof heater, the comfort is enhanced still further.

Comfortable ride. The excellent chassis of the Citaro Ü can be compared to that of a coach. The independent front axle suspension ensures straight-line stability and outstanding steerability. Regardless of the number of passengers or the state of the road, this interurban bus is perfectly sprung to cope with every situation. This is achieved through the optionally available roll-pitch control system with electronically controlled shock absorbers. It stabilises the vehicle automatically, enhances road holding, and makes every journey a pleasure.

* See comment ** on page 10.

Its drive is efficiency itself.

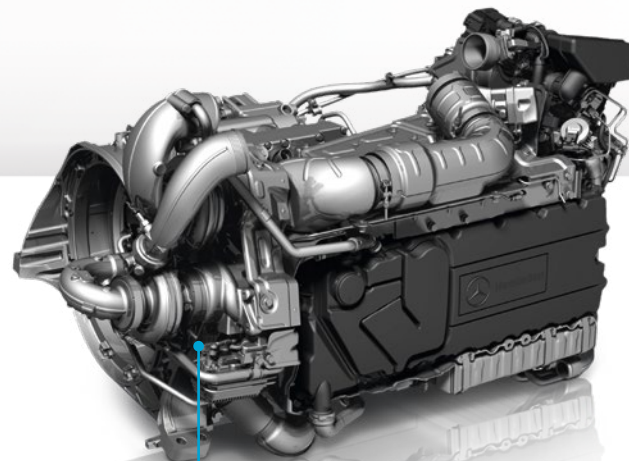
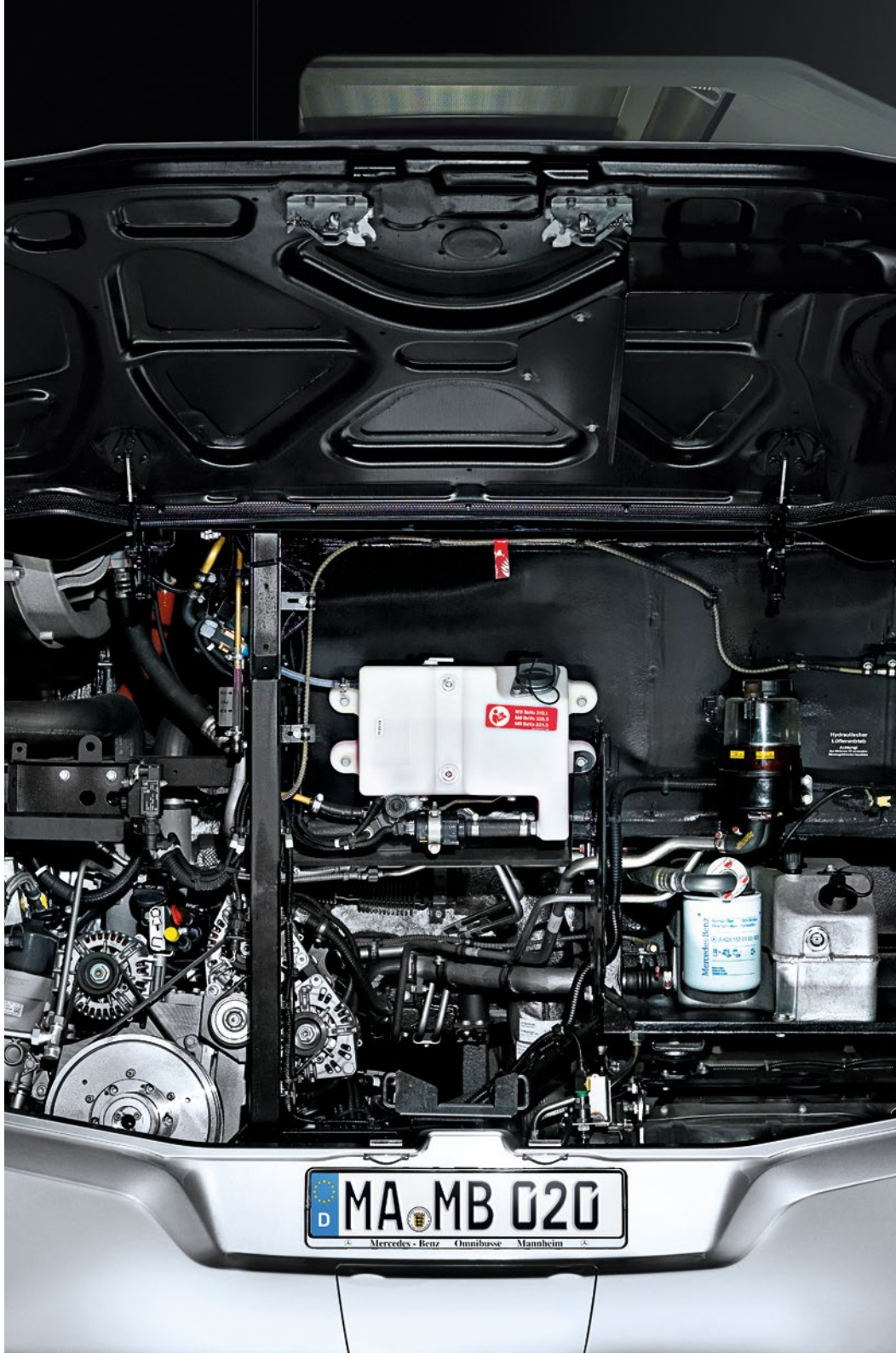
The Citaro Ü impresses through its versatility, high efficiency and environmental friendliness. This is due in part to it being equipped with Euro VI engines.

Pioneer with Euro VI. The innovative BlueEFFICIENCY Power drive was specially developed, and tested under the toughest conditions from the Arctic Circle to Southern Europe. It has been used in the Citaro Ü since 2012. These powerful, efficient Euro VI engines ensure a drastic reduction in nitrogen oxides and particulates in the exhaust gas. Extremely low emission values are also ensured by the demand-controlled exhaust gas recirculation and particulate filter. All these measures have reduced the pollutants down to the detection limit. An impressive advance that once again sees the Citaro Ü exceeding all expectations.

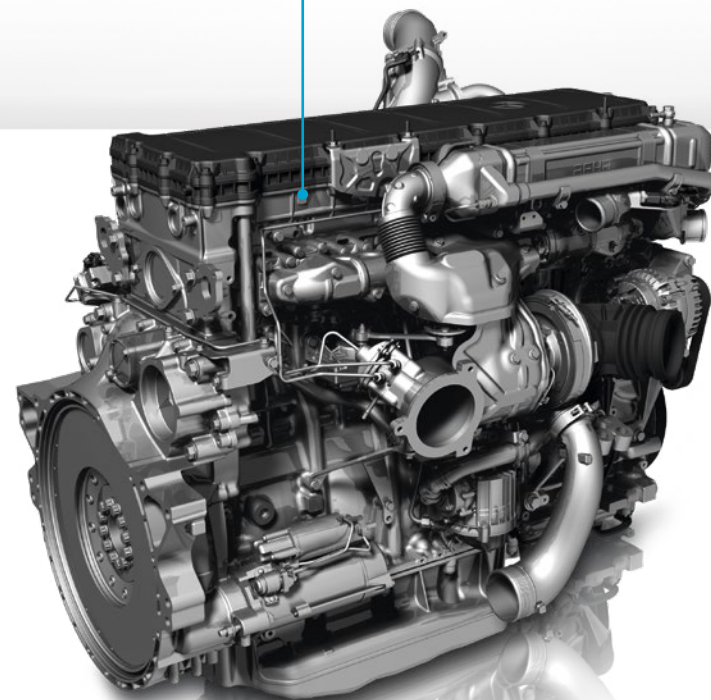
Milestone in drive technology. For its enormous efficiency the Citaro Ü has to thank the Common Rail and SCR technologies. The consumption of fuel, engine oil and AdBlue has been successfully further reduced thanks to the BlueEFFICIENCY Power engines with BlueTEC® 6 – despite the higher requirements of Euro VI. The Citaro GÜ is available with the OM 470 BlueEFFICIENCY power engine. The powerful six-cylinder engine with 265 kW (360 bhp) further reduces fuel consumption.

This shows just how dynamic efficiency can be. With the frugal Euro VI engines of the Citaro Ü the sophisticated turbocharger technology is responsible for the high dynamic performance of the drive. A recuperation module uses the energy for the on-board electrical system, thereby further increasing the efficiency and driving dynamics when braking or decelerating. This is in parallel with extremely long maintenance intervals of up 120,000 km for exchanging the diesel particulate filter.

Greater efficiency on the road. Eco Driver Feedback (EDF, option) provides the driver with individual feedback on his or her personal driving behaviour. The objective is to exploit every potential in terms of fuel saving.



Mercedes-Benz OM 936 h
Citaro Ü



Mercedes-Benz OM 470
Citaro GÜ



Mercedes-Benz OM 936
Citaro LE Ü
Citaro LE MÜ

Whatever the route, there is a suitable Citaro Ü available.

Versatility is the key advantage of the Mercedes-Benz Citaro interurban buses. With 5 models in 3 series and an unlimited range of equipment options, the interurban bus family can provide a vehicle suitable for practically every requirement.

The Citaro Ü | 2 doors


Attractive with saving potential.

- | Ideal for interurban regular service
- | More space and comfort for longer routes

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Length
12.13 m

82 
Standees: 39
Seats: 43

The Citaro LE Ü | 2 doors


A clever combination.

- | Low-Entry interurban shuttle
- | Three variants with first class ride comfort

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Length
12.20 m

84 
Standees: 39
Seats: 45

The Citaro LE MÜ | 2 doors




Length
13.20 m

88 
Standees: 39
Seats: 49

The Citaro LE MÜ | 3 doors



Length
13.20 m

83 
Standees: 38
Seats: 45

The Citaro GÜ | 3 doors


The capacity in interurban service.

- | More room for high passenger volumes
- | Continuous low floor for fast passenger flow

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Length
18.12 m

127 
Standees: 71
Seats: 56

The specifications relate to the basic version of each Citaro Ü variant.
The seat specifications are maximum numbers and, depending on equipment fitted, are not always feasible.

The Citaro Ü: Attractive with economic plus.

82 persons | 12.13 metres | Interurban regular service bus

Quality, flexibility and comfort—and above all overall efficiency. With these convincing arguments the Citaro Ü is the ideal solution for interurban connections to the regular service network in the city.

Perfect dimensions. At 12.13 m x 2.55 m x 3.12 m (length x width x height) it is outstanding for its agility and dynamic handling.

The face of the Citaro Ü with its large headlamps and curved windscreen radiates sympathy and friendliness. The low-mounted windows stand for transparency; distinctive wheel housings underscore the dynamic performance. The rear of the new Citaro is also dominated by curves, and radiates modernity with its styling. The economic use of space also impresses in terms of functionality as well as design. The vehicle shows itself as an ambassador for attractive public transport: a positive image which will reflect well on your company whilst also ensuring a healthy bottom line.





Kneeling system

For fast boarding and alighting through entry and exit at bus stop level.



Wheelchair folding ramp

Giving fast entry and exit for persons with restricted mobility.

The Citaro Ü: Comfort all the way – from boarding to alighting.

Fast turnaround guaranteed. Comfortable entries at low level and comfortable low floor ensure easy boarding and alighting, and hence an excellent passenger flow. Thanks to the folding ramp, in the Citaro Ü buggies and passengers with restricted mobility also have easy access.

A true performer. Your passengers will enjoy the well-lit and spacious interior, as well as the high-quality fittings of the Citaro Ü. You yourself will profit from the high passenger carrying capacity. This makes it easy to operate even heavily used peripheral routes. And since the Citaro Ü has spacious luggage racks, it is also the ideal solution for city tours and excursions, or for use as a shuttle bus. Yet the Citaro Ü is not only an efficient interurban bus—it also generates fresh income: advertising space on the ceiling edge flaps and driver's partition offer you an additional source of income.

One of the most manoeuvrable in its class. Thanks to the front axle independent suspension the turning circle of the 12-metre rigid bus is a mere 21.21 metres. For you this means extreme manoeuvrability and maximum driving safety, even in difficult situations. This is aided by an outstanding chassis which ensures smooth running and maximum ride comfort.

Economy meets driving dynamics. The Euro VI version of the compact in-line six-cylinder OM 936 h engine is a standard feature of the Citaro Ü. Its powerful 220 or 260 kW mean that you are not only speedy, but also frugal on the road. And while its dynamic characteristics will make your drivers' hearts beat a little faster, its economic efficiency makes it all the more valuable an addition to your fleet.

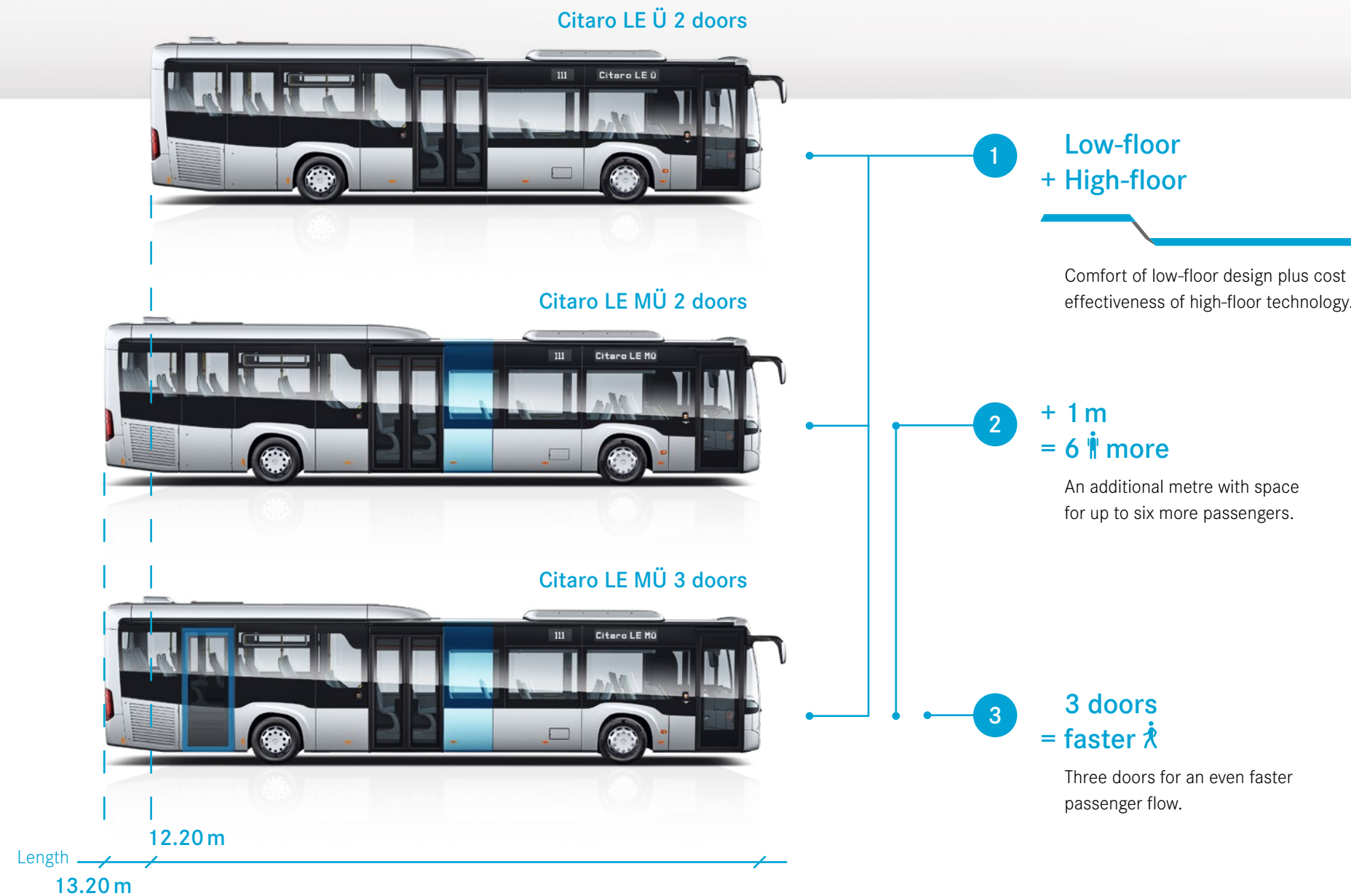


The Citaro LE Ü: A clever combination.

84 persons | 12.20/13.20 metres | Low-entry for easy boarding

The Citaro LE Ü represents the logical expansion of the Mercedes-Benz model portfolio. By intelligently combining the strengths of low- and raised-floor vehicles, it makes for additional scope in your fleet.

The combination is the special feature. A true low-floor bus up to the second door – and then a raised-floor bus right back to the rear. The Citaro LE Ü combines the comfort of low-floor design with the cost effectiveness of high-floor technology. This makes it a real asset for your fleet. You can operate the Citaro LE Ü flexibly and so utilise it to the full – not only in interurban service, but also for short journeys at any time.



The Citaro LE Ü: Versatility in three variants.

The result of thinking about efficiency. In common with all vehicles in the Citaro family, the Citaro LE Ü is also equipped with economical, low-emission Euro VI engines. That protects the environment and your finances. To address your wishes and requirements in every respect, the flexible and versatile earner is available in several variants. Beside the 12.20 metre long Citaro LE Ü, the Citaro LE MÜ is one metre longer, and offers more space for up to six persons. While the Citaro LE Ü has two entry doors, the Citaro LE MÜ is available as a 2 or 3-door vehicle.

Since the engine can be installed vertically in the rear thanks to the high-floor technology, the Citaro LE Ü offers more seats and a higher passenger capacity than a comparable low-floor vehicle. In this respect it therefore offers economic benefits.

High-tech for optimisation of torque. The engine variant OM 936 h rated at 260 kW has the Power Boost System (PBS). Due to the compressed air injection it shortens the torque buildup in the lower speed range. This compact engine is therefore impressive, having the start-off characteristic of a larger displacement power unit.

Low-Entry: Passenger-friendly and efficient. Low entry means: from the front end right back to the centre entrance, buses in this category are genuine low-floor vehicles that are constructed like high-floor vehicles after the centre entrance (Door 2). This hybrid principle leads to a high level of passenger comfort even for passengers with restricted mobility. You also profit from the uncomplicated and maintenance-friendly installation of units at the rear.

Exemplary comfort. In addition, in the Citaro LE Ü your passengers will also be impressed by the clear, spacious interior, and the comfortable suspension. The interurban seats, which are all arranged to be forward facing in the rear of the vehicle, make it comfortable to sit even on long journeys. The entry at the rear is also extremely accessible, and ensures a good passenger flow, thanks to the two low steps.

Typical Mercedes-Benz look. With its unmistakable modern design, the Citaro LE is identifiable as a real Mercedes-Benz even from far away, and as an image bearer for your transport operations or bus company. The smooth, attractively proportioned sides blending into the roofline, together with the rear section with its dynamic lines make a convincing overall impression.

The Citaro GÜ: The capacity in interurban service.

127 persons | 18.12 metres | For high passenger volumes

The Citaro GÜ represents the logical extension to those qualities which define economical and reliable interurban service. Designed for high passenger capacities. Made for your success.

True greatness comes from within. Handling of large passenger numbers is the domain of the 18.12 m long Citaro GÜ. There is enough room for up to 127 passengers. A continuous low floor from the first to last row of seats ensures that occupants enjoy a high level of comfort, and enables a fast passenger flow. The comfortable and durable interurban seats and flexible handrail system are also designed to meet the demands of modern transport services.





Maximum steering angle 54°

Thanks to the unique anti-jackknife system of the Articulation Turntable Controller (ATC).



Minimum turning circle 22.85 metres

Thanks to the front axle independent suspension.

The Citaro GÜ: Takes up amazingly little room with a unique turning technology.

Unique safety technology of ATC. The front and rear sections of the Citaro GÜ are connected by a tried and tested low-floor articulated joint. The maximum articulation angle is 54 degrees. At the same time a new standard for driving dynamics and safety is set by the Articulation Turntable Controller (ATC), an anti-jackknife system developed by Mercedes-Benz. It controls the hydraulic damping of the articulated joint as required, as a function of the steering angle, articulation angle, speed, and load. The result is convincing: whereas the basic damping of the articulated joint usual elsewhere leads to a strong tendency to understeer in turns and increased tyre wear on the front axle, the articulated joint of the Citaro GÜ runs almost freely under stable driving conditions. It is damped solely through the friction of the elements.

Agile and comfortable. Despite its length, the Citaro GÜ can also be safely manoeuvred in dynamic situations. Even when reversing the driver will find it easy to manoeuvre. Another contribution to this is the front axle independent suspension. It makes the Citaro GÜ one of the most agile vehicles in its class.

High overall cost effectiveness. On an individual passenger basis, the Citaro GÜ is particularly good value in terms of purchasing and maintenance costs. This means it is often the most economical solution for routes with a high volume of passengers.

Capacity plus quality equals cost effectiveness. With the Citaro GÜ, on very busy peripheral routes you not only profit from its considerable passenger carrying capacity, but above all from a high level of reliability. The Citaro GÜ is manufactured using the proven, high-quality components of the Citaro modular system and impresses through quality right down to the last detail. Added to this are the very economical Euro VI engines rated at 265 kW or 290 kW (OM 470). Their efficient, clean fuel combustion pays off quickly for you in times of persistently high fuel prices. In addition, the exceptional ease of maintenance of the Citaro GÜ also reduces downtimes considerably. The sum total of these factors results in outstanding overall cost-effectiveness on a sustainable level.

Contact us today if you want to set standards for tomorrow.

OMNIplus Service for your pit stop.

OMNIplus ensures you save time and money. Increase the operational readiness of your fleet with the comprehensive BusDepot Management service, or take advantage of the flexible BasicPlus and Premium service contracts for repair and maintenance. Choose from the various annual mileages, and combine these with the service life that fits the requirements of your company. OMNIplus is also your point of contact for original parts and accessories, as well as reconditioned parts with certified quality. Whether you need a V-belt, blower or brake discs—OMNIplus has the right original part for your Mercedes-Benz bus or coach.

OMNIplus service on the move.

OMNIplus ensures that your Mercedes-Benz stays on the road—e.g. with the most extensive bus-specific Service Network in Europe with more than 600 authorised Service Points as well as the highly advantageous ServiceCard. The reliable 24h *SERVICE* is also being further optimised through Telediagnosis. Preventive service is possible with OMNIplus Uptime*. With TireService and the Germany-wide BusPool*, OMNIplus also delivers reliable assistance in the event of a breakdown.

It's safe to say you'll get the right training.

Our experienced OMNIplus training specialists offer practical solutions for current training, be this safety, environmental, vehicle or emergency training, the latest technical knowledge for repair and servicing work, or training for drivers or workshop staff. OMNIplus provides the right training for every requirement.

www.omniplus.com

The partner for your used vehicle.

BusStore, the brand for pre-owned vehicles in Europe, is your reliable partner for the sale of your bus. If you decide to buy a new Mercedes-Benz bus, you can trade in your used vehicle at a price in line with market conditions.** Your Mercedes-Benz contact person will handle the details and process the entire transaction with BusStore.

www.bus-store.com

Financial services for buses and coaches.

Mercedes-Benz Financial Services** is the specialist for high-performance finance solutions for Mercedes-Benz coaches and buses. Because we know the industry and its requirements inside out, you can count on extremely competitive financing, leasing and insurance services. Our experts will advise

you personally and develop highly attractive offers for you. For instance, over and above standard financing, we also offer seasonal rates or final instalment financing to enable you to remain financially flexible, or even a fully customised financing strategy to meet your individual needs.



* The technical requirement for the use of OMNIplus Uptime is a built-in FleetBoard Bus Data Center.



** This service is not available in all countries.

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

Electronic vehicle components (e.g. 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 as a volatile 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 utilise the data to diagnose and repair possible malfunctions. The manufacturer can use the data to analyse 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 where legally allowed, 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.

About the information in this brochure.

Information about the product is subject to change after this brochure went to press (08/18). 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.

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