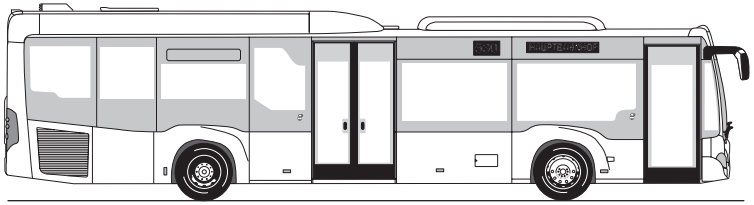
The Citaro interurban buses.

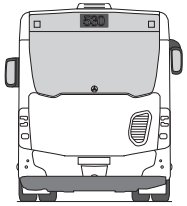
Technical information.

Mercedes-Benz
The standard for buses.

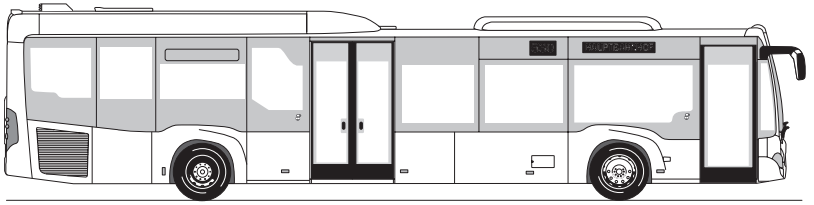
Model designations

Citaro LE Ü (C 628.515-13)

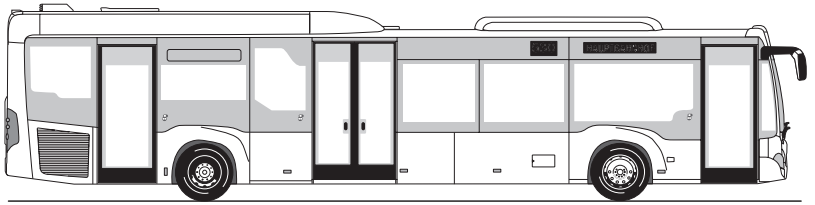




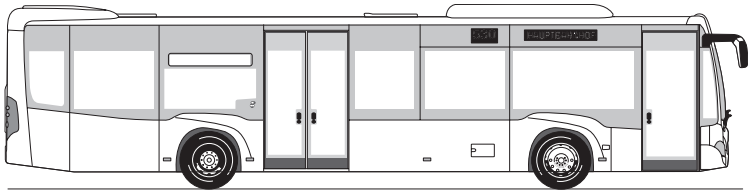
Citaro LE MÜ (C 628.525-13)



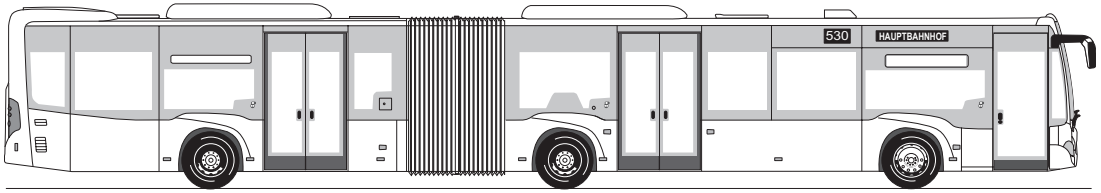
Citaro LE MÜ (C 628.526-13)

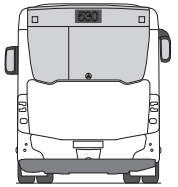


Citaro Ü (C 628.039-13)



Citaro GÜ (C 628.259-13)





Dimensions and weights

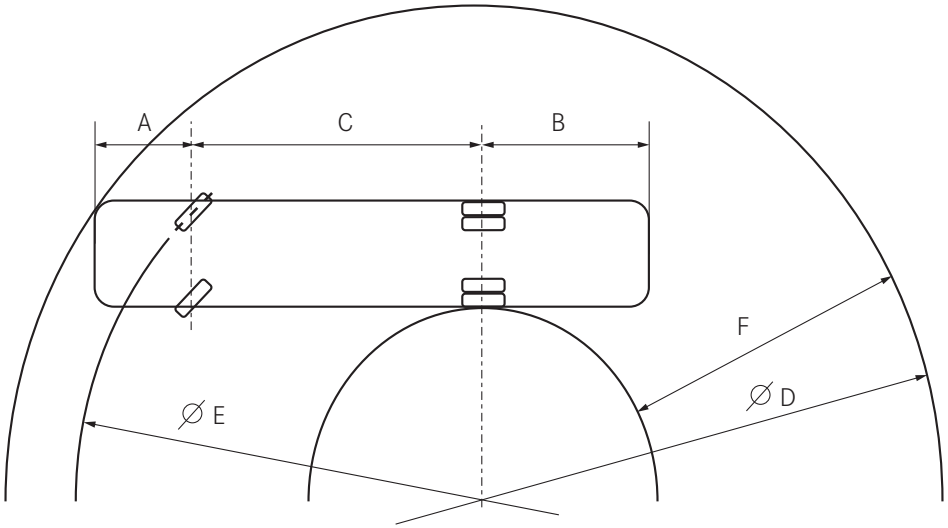
	Citaro LE Ü 2 doors	Citaro LE MÜ 2 doors	Citaro LE MÜ 3 doors
Vehicle length	12,170 mm	13,187 mm	13,187 mm
Vehicle width	2,550 mm	2,550 mm	2,550 mm
Vehicle width (incl. mirrors)	2,950 mm	2,950 mm	2,950 mm
Vehicle height (incl. rear roof ventilator)	3,315 mm	3,315 mm	3,315 mm
Vehicle height (incl. air conditioning system/electric module air conditioning)	3,315/3,500 mm	3,315/3,500 mm	3,315/3,500 mm
Wheelbase front axle - drive axle	6,035 mm	7,052 mm	7,052 mm
Wheelbase, front axle – centre axle	–	–	–
Wheelbase, centre axle – drive axle	–	–	–
Front/rear overhang	2,805/3,330 mm	2,805/3,330 mm	2,805/3,330 mm
Angle of approach/departure	7°/7°	7°/7°	7°/7°
Tyre size	275/70 R 22.5	275/70 R 22.5	275/70 R 22.5
Total passenger carrying capacity (ECE R107)	1/84	1/88	1/83
of which seats/standees	45/39	49/39	45/38
Boarding height, Door 1/Door 2/Door 3	320/320/– mm	320/320/– mm	320/320/340 mm
Clear door width, Door 1/Door 2/Door 3	770/1,210/– mm	770/1,210/– mm	770/1,210/770 mm
Standing height front/rear	2,318/1,719 mm	2,318/1,719 mm	2,318/1,719 mm
Height of floor above road surface	370 mm	370 mm	370 mm
Platform height	310 mm	310 mm	310 mm
Waistline height (above floor)	952 mm	952 mm	952 mm
Fuel tank capacity	350 l	350 l	350 l
Capacity of AdBlue® additive tank	36 l	36 l	36 l
Gross vehicle weight	19,500 kg	19,500 kg	19,500 kg
Axle loads, max. permissible*			
- Front axle	7,500 kg	7,500 kg	7,500 kg
- Centre axle	–	–	–
- Drive axle	12,600 kg	12,600 kg	12,600 kg

* Depending on country of registration, example based on Germany

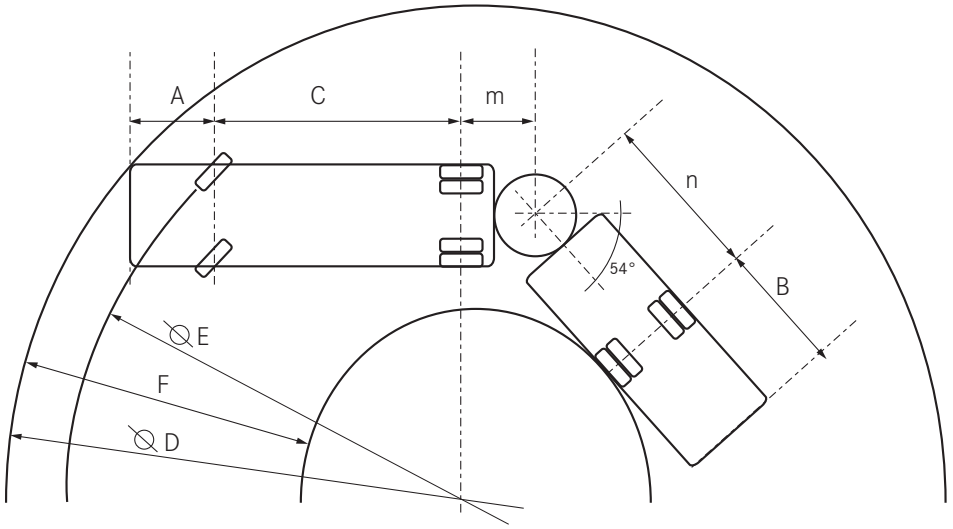
	Citaro Ü 2 doors	Citaro GÜ 3 doors
Vehicle length	12,135 mm	18,125 mm
Vehicle width	2,550 mm	2,550 mm
Vehicle width (incl. mirrors)	2,950 mm	2,950 mm
Vehicle height (incl. rear roof ventilator)	3,095 mm	3,095 mm
Vehicle height (incl. air conditioning system/electric module air conditioning)	3,120/3,130 mm	3,120/3,130 mm
Wheelbase front axle - drive axle	5,900 mm	–
Wheelbase, front axle – centre axle	–	5,900 mm
Wheelbase, centre axle – drive axle	–	5,990 mm
Front/rear overhang	2,805/3,430 mm	2,805/3,330 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)	1/82	1/127
of which seats/standees	43/39	56/71
Boarding height, Door 1/Door 2/Door 3	320/320/– mm	320/320/320 mm
Clear door width, Door 1/Door 2/Door 3	770/1,250/– mm	770/1,250/1,250 mm
Standing height front/rear	2,313/2,082 mm	2,313/2,057 mm
Height of floor above road surface	370 mm	370 mm
Platform height	310 mm	310 mm
Waistline height (above floor)	952 mm	952 mm
Fuel tank capacity	350 l	350 l
Capacity of AdBlue® additive tank	36 l	36 l
Gross vehicle weight	19,500 kg	28,000 kg
Axle loads, max. permissible*		
- Front axle	7,500 kg	7,500 kg
- Centre axle	–	10,000 kg
- Drive axle	13,000 kg	13,000 kg

* Depending on country of registration, example based on Germany

Turning circle



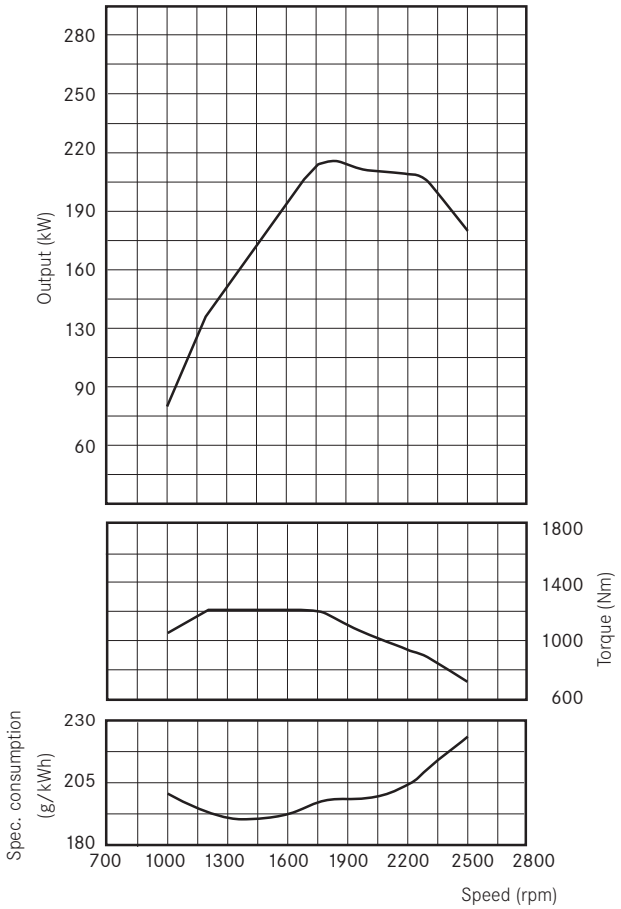
	Citaro LE Ü, 2 doors	Citaro LE MÜ, 2/3 doors	Citaro Ü, 2 doors
A: Front overhang	2,805 mm	2,805 mm	2,805 mm
B: Rear overhang	3,330 mm	3,430 mm	3,430 mm
C: Wheelbase	6,035 mm	7,052 mm	5,900 mm
D: Minimum turning circle	21,568 mm	24,238 mm	21,214 mm
E: Minimum track circle	17,411 mm	20,078 mm	17,058 mm
F: Swept annular width – minimum turning circle	6,865 mm	7,330 mm	6,803 mm
D: BOKraft turning circle	25,000 mm	25,000 mm	25,000 mm
F: BOKraft swept annular width	5,979 mm	7,089 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 GÜ, 3 doors
A: Front overhang	2,805 mm
B: Rear overhang	3,430 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°

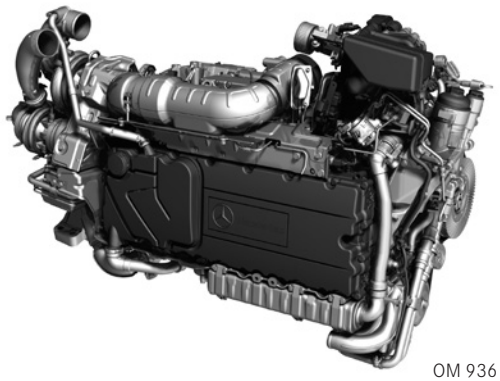
Drive train/Technology

Engine OM 936 h/OM 936 (Euro VI)

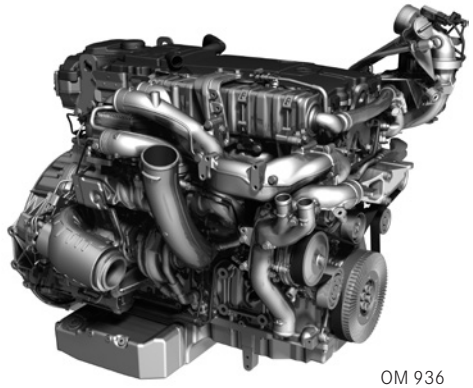


P_{max} 220 kW at 1,800 rpm (80/1269/EEC)
T_{max} 1,200 Nm at 1,200 - 1.600rpm

Steady-state full-load curves



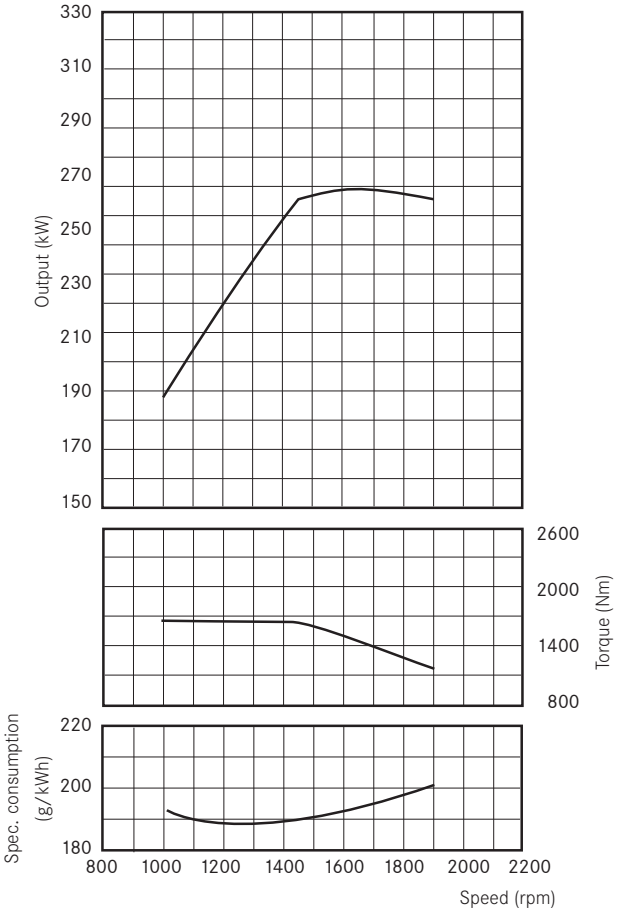
OM 936 h



OM 936

	Citaro LE Ü, Citaro LE MÜ, Citaro Ü
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	Voith Diwa.6, 4-speed, automatic transmission
Steering	ZF power steering
Axles	
– Front axle	ZF, independent wheel suspension
- Drive axle (Citaro Ü)	ZF AV 133
– Drive axle (Citaro LE Ü, Citaro LE MÜ)	Mercedes-Benz RO 440
Brakes	Electropneumatic-Braking-System (EBS) with disk brakes
	Anti-lock Braking System (ABS)

Engine OM 470 (Euro VI)



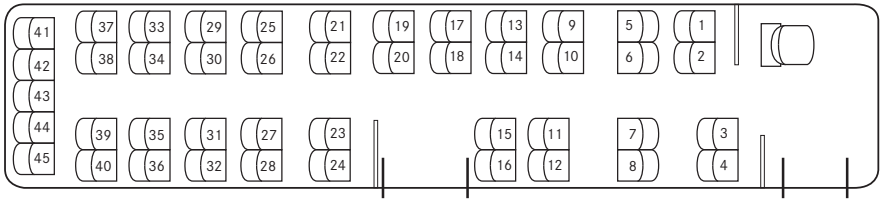
P_{max} 265 kW at 1,600 rpm (80/1269/EEC)
T_{max} 1,700 Nm at 1,100 rpm

Steady-state full-load curves

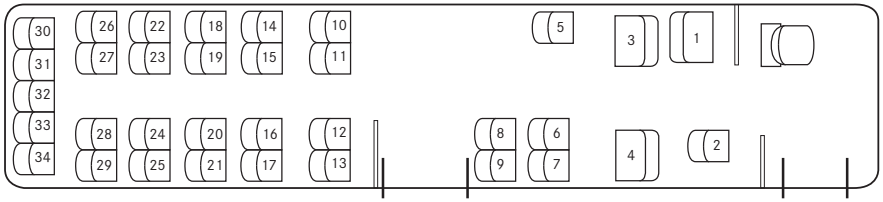
	Citaro GÜ
Engine (Euro VI)	OM 470
Displacement	10,700 cm^3
Output (standard)	265 kW
Cylinders/arrangement	6/in-line
Max. torque	1,700 Nm at 1,100 rpm
Transmission	Transmission Voith Diwa.6, 4-speed, automatic transmission
Steering	ZF power steering
Axles	
– Front axle	ZF, independent wheel suspension
– Centre axle	ZF AVN 133
– Drive axle	ZF AV 133
Brakes	Electropneumatic-Braking-System (EBS) with disk brakes
	Anti-lock Braking System (ABS)

Seating variants Citaro LE Ü

Citaro LE Ü (C 628.513-13, C 628.515-13*)



Standard: Number of seats 1/45

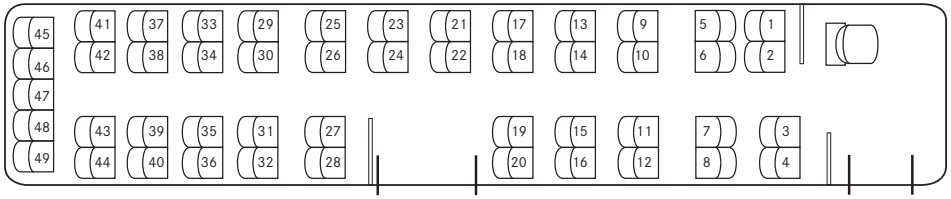


Special equipment (example): Number of seats 1/34

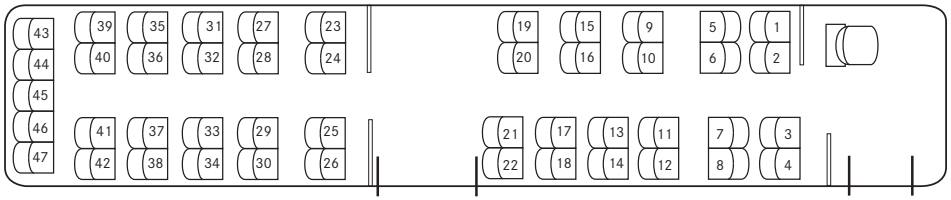
* Vehicle with new electronic-elektric-structure

Seating variants Citaro LE MÜ

Citaro LE MÜ, 2 doors (C 628.523-13, C 628.525-13*)

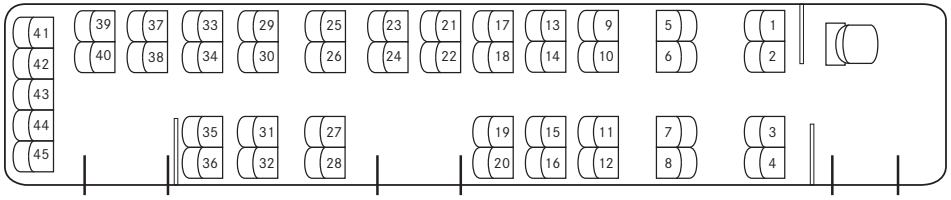


Standard: Number of seats 1/49

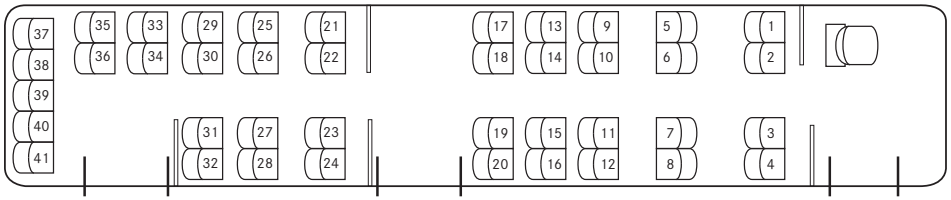


Special equipment (example): Number of seats 1/47

Citaro LE MÜ, 3 doors (C 628.524-13, C 628.526-13*)



Standard: Number of seats 1/45

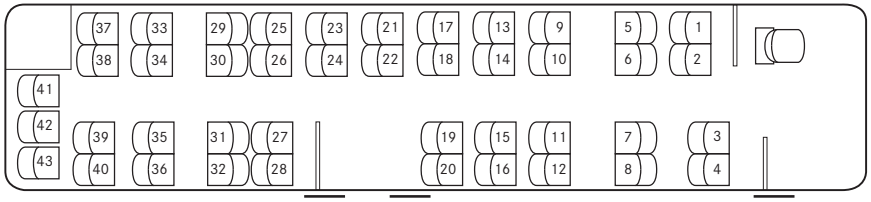


Special equipment (example): Number of seats 1/41

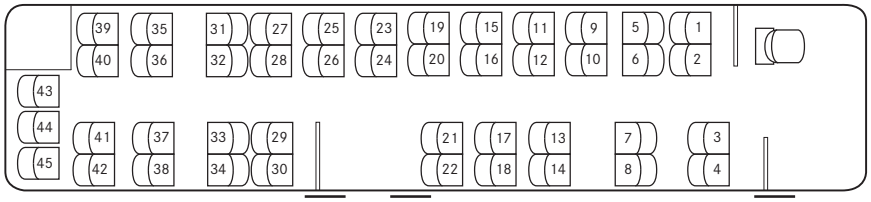
* Vehicle with new electronic-elektric-structure

Seating variants Citaro Ü

Citaro Ü (C 628.038-13, C 628.039-13*)



Standard: Number of seats 1/43

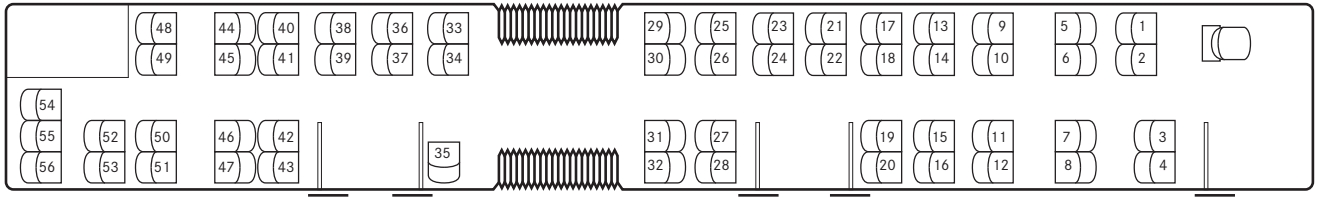


Special equipment (example): Number of seats 1/45

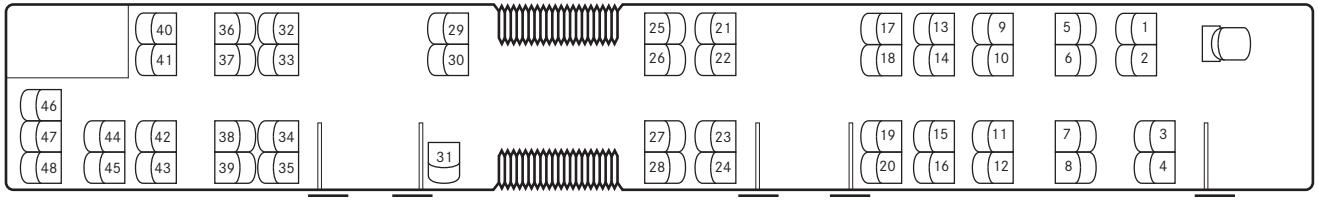
* Vehicle with new electronic-elektric-structure

Seating variants Citaro GÜ

Citaro GÜ (C 628.238-13, C 628.259-13*)



Standard: Number of seats 1/56



Special equipment (example): Number of seats 1/48

* Vehicle with new electronic-elektric-structure

Standard and special equipment (selected)

Engine and running gear	Citaro LE Ü 2 doors	Citaro LE MÜ 2/3 doors	Citaro Ü 2 doors	Citaro GÜ 3 doors
Engine Mercedes-Benz OM 936, 220 kW (Euro VI)	●	●	-	-
Engine Mercedes-Benz OM 936 h, 220 kW (Euro VI)	-	-	●	-
Engine Mercedes-Benz OM 936, 260 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, 4-speed, automatic transmission	●	●	●	●
Transmission ZF EcoLife, 6-speed, automatic transmission	❍	❍	❍	❍
Low friction portal axle ZF AV133 ep*	-	-	❍	❍
Recuperation module	●	●	●	●
Hybrid system**	❍	❍	❍	-
Electrohydraulic steering (intelligent eco steering)*	❍	❍	❍	❍
Electropneumatic-Braking-System (EBS)	●	●	●	●
Anti-lock Braking System (ABS)	●	●	●	●
Acceleration Slip Regulation (ASR)	❍	❍	❍	❍
Electronic Stability Program (ESP®)	❍	❍	❍	-
Anti-jackknife ATC (Articulation Turntable Controller)	-	-	-	●
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	❍	❍	❍	❍
Tyre pressure monitoring system	❍	❍	❍	❍
Rough road running gear	❍	❍	❍	❍

*Standard in combination with hybrid system **only available on vehicles with the OM 936/OM 936 h engine

Driver's area	Citaro LE Ü 2 doors	Citaro LE MÜ 2/3 doors	Citaro Ü 2 doors	Citaro GÜ 3 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	❍	❍	❍	❍
Eco Driver Feedback	❍	❍	❍	❍
Sideguard Assist	❍	❍	❍	❍
Preventive Brake Assist	❍	❍	❍	❍
Exterior mirrors heated 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	●	●	●	●
Blind across 2/3 of windscreen, electrically operated	❍	❍	❍	❍
Fire detection system for engine compartment monitoring	●	●	●	●
Fire extinguishing system	❍	❍	❍	❍
Rain-light sensor	❍	❍	❍	❍
Flat wiper blades with water fed through wiper blade (Aqua Blade®)	●	●	●	●

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

Climate control	Citaro LE Ü 2 doors	Citaro LE MÜ 2/3 doors	Citaro Ü 2 doors	Citaro GÜ 3 doors
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	❍	❍	❍	❍

Information systems	Citaro LE Ü 2 doors	Citaro LE MÜ 2/3 doors	Citaro Ü 2 doors	Citaro GÜ 3 doors
Radio system with CD player	❍	❍	❍	❍
Multi-function antenna for radio, mobile phone, navigation	❍	❍	❍	❍
Bus stop display inside, cross duct	❍	❍	❍	❍
Destination system LED or LCD	❍	❍	❍	❍
Wheelchair button inside/outside	❍	❍	❍	❍
Digital clock in cross duct	❍	❍	❍	❍
Camera surveillance of interior	❍	❍	❍	❍
TFT monitors in the interior	❍	❍	❍	❍

The air-conditioning system and the refrigerator of your vehicle are filled with the coolant R-134a and contain a fluorinated greenhouse gas. The GWP value of the refrigerant used is 1,430. Signs with detailed specifications of the coolant type in use are located on the respective devices.
As to this, please note the Operating Manual of your vehicle.

	Citaro LE Ü	Citaro LE MÜ, 2/3 doors	Citaro Ü	Citaro GÜ
Air-conditioning system				
Filling capacity [kg]	0 - 9.5[1]		0 - 10.5[1]	0 - 15.0[1]
CO_2 equivalent [t]	0 - 13.585[1]		0 - 15.015[1]	0 - 21.45[1]

[1] dependent on the installed air conditioning variant: EvoCool Basic, EvoCool Comfort Plus, or electrical modular air conditioning system, and the installation of an air conditioner for the driver's area

Interior	Citaro LE Ü 2 doors	Citaro LE MÜ 2/3 doors	Citaro Ü 2 doors	Citaro GÜ 3 doors
Seating InterStarEco (ISE)	●	●	●	●
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	❍	❍	❍	❍
Perforated aluminium luggage racks	❍	❍	❍	❍

Other	Citaro LE Ü 2 doors	Citaro LE MÜ 2/3 doors	Citaro Ü 2 doors	Citaro GÜ 3 doors
Cornering light	❍	❍	❍	❍
Daytime driving lights with halogen technology	●	●	●	●
Daytime driving lights with LED technology	❍	❍	❍	❍
Hauptscheinwerfer mHeadlamps with LED technologyit LED-Technik	❍	❍	❍	❍
Bi-xenon main headlamps incl. washer system	❍	❍	❍	❍
Side windows heat-absorbing, grey tint	●	●	❍	❍
Side windows double glazed	❍	❍	❍	❍
Hinged panes in side windows	●	●	●	●
Folding ramp at Door 2, mechanical	❍	❍	❍	❍
Modular ramp at Door 2, electric	❍	❍	❍	❍

● 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.

BiXenon headlamp:
The BiXenon headlamps with computer optimised optical system produce a bright, bluish light for dipped and high beams. The high light output greatly improves illumination of the carriageway and roadside.

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. Water-based paint protects the bus so perfectly against corrosion because the paint coat is applied to every part of the body. 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 based on 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.

Eco Driver Feedback (EDF):
Eco Driver Feedback 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.

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 Electropneumatic-Braking-System thus results in much shorter stopping distances and significantly less wear on brake linings and discs.

LED headlamps:
The light cone of the LED headlamp can be defined with particular accuracy. The light colour is somewhat like daylight, thus ensuring that the driver's eyes tire less quickly. Increased brightness and a greater range further enhance safety. LED lamps are approximately two or three times more efficient than conventional light bulbs.

Preventive Brake Assist:
With Preventive Brake Assist, Mercedes-Benz is offering the world's first active brake assist system for city public service buses. The assist system issues a warning before a collision with standing or moving objects and, if there is an acute danger of a collision, it automatically initiates a braking operation with partial braking. The warning cascade and the braking intervention are designed precisely for use in city traffic.
In the event of a threat of a collision, the Preventive Brake Assist warns the driver both visually with a red triangle with a vehicle symbol lighting up in the central display and also acoustically, and at the same time the system initiates a partial braking. This braking continues until either the driver intervenes or the bus comes to a standstill.
The basis of the Preventive Brake Assist is a new generation of radar technology: the radar system continuously scans the traffic lane at a distance of up to 250 metres ahead of the bus, and works reliably even at night and in adverse weather conditions.

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.

Tyre pressure monitoring system:
The tyre pressure monitoring system indicates the actual pressure in the individual tyres, and warns of any deviation from the optimum pressure. This reduces wear on the tyres, has a positive effect on fuel consumption, and prevents dangerous tyre damage.

Sideguard Assist:
The turn assistant Sideguard Assist helps the driver to recognise critical situations in good time when turning. The system works in several stages: in the first stage, it informs the driver and, in the second stage, it emits an additional warning.
If there is a moving object in the side monitoring zone, the driver gets a visual warning. In the A0 pillar on the co-driver's side, an LED lamp lights up yellow in the form of a triangle. In addition, 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 lamp flashes red several times with increasing brightness and then stays on permanently. In addition, there is a vibration warning in the driver's seat.
Sideguard Assist also warns of stationary obstacles in the turning curve of the bus and can take on the additional task of a lane change assistant; in this case, it works with the same warning cascade.

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 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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