



The new Sprinter minibuses.

Maximum professionalism.

Mercedes-Benz

The standard for buses.



Minibuses from Mercedes-Benz: The new generation.

Over 25,000 models sold in more than 20 years: Sprinter minibuses have always set the standards in their class. Mercedes-Benz is presenting a new generation of successful minibuses from the brand with a star. The new Sprinter minibuses are more comfortable, more versatile and safer than ever before. And this is something you can see just by looking at them. A perfect marriage of form and function that benefits your passengers and your business in every respect.





Highlights that set new standards.

The Mercedes-Benz Sprinter—bestseller, innovation leader and namesake for an entire class of vehicles. Based on the new Sprinter, Mercedes-Benz is now ringing in a new era of minibuses. With the elegant design the brand is known for, updated engine and suspension components, a new cockpit and so much more, there is no doubt that the new Sprinter minibuses will continue to be the benchmark of their class.

A star for all occasions. Sprinter minibuses are the ideal choice for transporting manageable numbers of passengers and on narrow roads. In the city, overland and on tour. The new generation of minibuses is therefore also based on the four known model series. In autumn 2018, the Sprinter Transfer 23 and 35, the Sprinter Mobility 23 and the flagship of the Sprinter City series—the completely newly developed Sprinter City 75—were the first to be launched in the new Sprinter minibus generation.

From mid-2019 the Sprinter Transfer 45, Sprinter City 45 and Sprinter Travel 75 will follow, and by spring 2020 the series will be complete with more than 10 left- and right-hand drive models. However, all Sprinter minibuses have one thing in common: they impress with innumerable highlights. Highlights that set new standards.

A new cockpit. Ergonomically designed, clearly laid out, functional. Your drivers will be delighted. From the extensive standard equipment through to optional features such as the multifunction steering wheel or colour displays. A valuable innovation is the additional console with up to 14 switches and 12 signal lights. This gives the driver a perfect overview and absolute control over everything he needs.

Easy to operate. The new Sprinter minibuses set new standards in terms of operation. Keyless starting, for example, is a standard feature—just like in a car. For models up to 4.1 tons gross vehicle weight, an electric parking brake is available on request. Rear wing doors will no longer have a put-up hinge in the future. They can be conveniently opened up to 270 degrees.

Future-oriented connectivity. The new Sprinter minibuses are fully networked and equipped as standard with the Connectivity module for fleet management. On request, they can be integrated into the OMNIplus ON telematics system. With a single portal, you can benefit from personalised access to a variety of services.

Exemplary safety. Sprinter minibuses have always been the benchmark in terms of safety. And this isn't about to change. With numerous assistance systems, the new minibuses also meet the high safety standards of the Mercedes-Benz brand. Standard features on board include Crosswind Assist, ADAPTIVE ESP®, the anti-lock braking system and traction control. DISTRONIC Active Distance Assist, Active Brake Assist and Active Lane Keeping Assist offer even greater safety.



Safe. Safer. Mercedes-Benz.

For years, Mercedes-Benz has pursued the vision of accident-free driving. The integral safety concept covers all phases of automotive safety—from driving safety and hazardous situations to protection in the event of an accident and minimising the impact of an accident. The new Sprinter vans and Sprinter minibuses follow this aim with their new structural and technical safety features.

Benchmark in terms of safety: For more than 20 years, the Sprinter has been a clear step ahead of its class, especially in terms of safety. Since 2002, it has been on the road with ESP®. In 2006, the next-generation extended version—ADAPTIVE ESP®—celebrated its premiere in the Sprinter. In 2013, Crosswind and Adaptive Brake Assist followed, as did Collision Prevention Assist and Lane Keeping Assist. With the new generation of Sprinters, a number of new safety systems in this vehicle class are available, which actively support driving safety.

An always attentive companion. The new Sprinter supports the driver with additional electronic assistance systems, such as the Active Lane Keeping Assist, the active DISTRONIC Adaptive Cruise Control or Attention Assist, which can register signs of tiredness and suggest a rest period for the driver. Active Brake Assist warns the driver before a collision with an obstacle, braking the Sprinter autonomously if necessary—right up to emergency braking. In addition to vehicles driving ahead and stationary obstacles (e.g. at the tail end of a traffic jam), the system recognises pedestrians and cyclists crossing the road. The optional parking package with 360° camera facilitates pulling in and out of parking spots.

More visibility—more safety. The high-performance WET WIPER SYSTEM windscreen wiper system, which sprays the cleaning fluid directly in front of the wiper blades, ensures good visibility at all times. This enables the best possible view for the driver during the wiping process. On request, the new LED High Performance headlights with Highbeam Assist and cornering light offer maximum night vision.



DISTRONIC Adaptive Cruise Control

The optional DISTRONIC Adaptive Cruise Control monitors the traffic area in front of the vehicle with a sensor integrated into the bumper. The system can help the driver automatically maintain the distance set to the vehicle in front by braking or accelerating: a real plus for the driver in the city and in stop-and-go traffic. If a collision is imminent despite a reduction in speed, the Active Brake Assist intervenes. DISTRONIC operates in a speed range between 20 km/h and 160 km/h and up to a distance of 200 metres. The difference between the speed of a detected vehicle ahead and the Sprinter's stored speed is visually displayed in the speedometer.



Blind Spot Assist and Rear Cross Traffic Alert

The Blind Spot Assist detects blind spots at a speed of 30 km/h and can help prevent collisions through visual and acoustic warnings. If a vehicle is in the vicinity of 3.5 metres next to or behind the vehicle, a red light triangle appears in the corresponding exterior mirror. If the driver presses the direction indicator in spite of this warning display, an additional acoustic collision warning is issued. Brand new is the additional Rear Cross Traffic Alert. This warns the driver acoustically and via warning light in the exterior mirror when resetting traffic crossing backwards. If there is no reaction from the driver, the vehicle can be braked automatically.

Maximum possibilities: The new Sprinter City.

[28–38 passengers](#) | [7.4–8.5 metres](#) | [The specialist for scheduled services](#)

You'll be travelling in the profit zone even when a larger bus is no longer profitable. With the new generation of the Sprinter City, Mercedes-Benz is offering two experts for scheduled services.

Flagship of the new minibus series: the Sprinter City 75. With a generous length of 8.5 metres and space for up to 38 passengers: the Sprinter City 75 is the bridge between the minibuses and the Citaro. With its narrow body, it moves with ease through narrow old town alleys and densely built-up suburban settlements. Its low entry, the generous low-floor area and the distinctive design set new standards for scheduled services. The body conceals unique technology such as the exclusive high-load axle and the economical, powerful BlueTEC® engines.

Compact, easy to handle, economical: the new Sprinter City 45. As an attractively priced City model, it impresses with its consistent economy thanks to its permanently low entry height of 270 mm—i.e. without cost-driving technical lowering devices—and its extraordinarily low fuel consumption values. The new Sprinter City 45 is based on the Sprinter van with integrated low-entry zone. The 7.4 metre long model now also meets the requirements for Class 1 approval as a public service bus in addition to Class A with 22 passenger seats. It then offers a transport capacity for up to 28 passengers—25 per cent more passenger seats than before.





When design becomes the talk of the town.

Both impressive and elegant. The Sprinter City conquers the city with its impressive design. Typical for the Sprinter is the combination of a clearly defined face with precisely drawn headlights and soft, flowing contours. The design of the Sprinter City skilfully accommodates these contours. The highlight of the Sprinter City 75: the panoramic windscreen, which has been pulled upwards, with the integrated, generous destination display.

The central eye-catcher of the striking, asymmetrical side walls is the large-area glazing of the passenger compartment with elegant window radii and black accentuated framing. The line-typical rear with its now curved downward screen skilfully interprets the design of the next-generation Sprinter, while the tail lights testify to its relationship with the Citaro family.

A pure love of detail. The exterior of the Sprinter City 75 is spectacular and perfect in every respect. The outer skin made of fiberglass-reinforced plastic speaks for its exceptionally high quality with its fit and ultra-smooth surfaces. The newly designed exterior mirrors now offer less air resistance with the same viewing area, thereby making a contribution to the efficient use of fuel. The circumferential bumpers in the vehicle's body colour are again standard equipment in this class. The only special features in terms of exterior design are the chrome trim on the grille—everything else is “standard”.





Scheduled service as first-class experience.

Low entry for high-level comfort. Passengers enter the low-floor area through an electrically operated double-leaf outward swinging door. The Sprinter City 75 and 45 already meet the legally required entry height of 270 millimetres when in operation, which means that no complex vehicle lowering or kneeling technology is required when passengers board and alight. A manual folding ramp or an electrically driven loading ramp are available in both models for disabled passengers to access the vehicle.

More space inside. The particularly spacious and flexibly usable low-floor area of the Sprinter City 75 is unique in its class and offers space for up to seven fold-up seats and two wheelchair spaces. When all the folding seats are folded up, up to 26 standing places are available. Alternatively, the low-floor area can be equipped with up to three high-strength double seats. With a further 12 seats in the rear, a total of up to 38 passengers will fit comfortably on board. The Sprinter City 45 is equipped with 13 high-strength passenger seats. A wheelchair or pram can be comfortably accommodated in the large low-floor area with up to four fold-up seats.

Uniquely versatile. When designing the interior, it's all up to you. The high-quality City Star Sprinter seating offers the entire spectrum of possibilities—from a plastic shell to fully upholstered seats. Individually selectable seat fabrics, interior trim, colour designs and flooring can be beautifully coordinated—making your Sprinter City 75 absolutely unique.

Feel-good atmosphere. Typical of the Sprinter City 75 is its extensive and well thought out equipment. The flush-fitting interior ceiling with ventilation ducts on both sides and integrated LED lighting creates a pleasant ambience. The high-performance heaters as well as driver and passenger air conditioning systems ensure outstanding climate comfort. On request, an information system with a large-screen monitor will keep passengers up to date.





Driving pleasure, as standard.

Everything at a glance. The Sprinter City 75 welcomes the driver with an extremely pleasant workspace. The large panoramic windscreen offers an excellent all-round view of the traffic. With the newly designed cockpit, all functions are conveniently in view: A new control panel on the centre console clearly combines up to 14 switches and 12 signal lamps. Moreover, the multifunction steering wheel—with optional extended functions—and the optional MBUX multimedia system with a high-resolution touchscreen facilitate work behind the wheel.

Comfort for focused driving. In many ways, the driver's seat in the Sprinter City 75 is similar to that of a car. And, of course, also in terms of comfort. Starting with the highly ergonomic suspension seat, to the separate air conditioning system, to the optional electrically folding exterior mirror. Standard comfort is provided by KEYLESS Start ignition and—brand new—the electrically operated sunblind on the windscreen. In addition, the seven-speed automatic transmission and the minibus bus stop brake ensure relaxed and stress-free driving in the city.

Well organised. The individually configurable storage space concept brings order to the cockpit, and offers connection and charging options for mobile devices. To the right of the driver's seat there is space for the pay desk cabinet—as a tried and tested basic version or as a new design version with integrated fire extinguisher, a compartment for the driver's bag and space for customer-specific technical line equipment.

Ideally connected. Efficient fleet deployment is already available in the Sprinter City: the Connectivity module for fleet management is integrated as standard and can be optionally integrated into the new OMNIplus ON fleet management system—providing access to a variety of intelligent services.





Frugal, powerful, manoeuvrable: The economic model for the city.

Amazingly economical, amazingly environmentally compatible. The Sprinter City has always been one of the most economical minibuses in its class. And this won't be changing anytime soon. The proven OM651 BlueTEC® engine is impressive both economically and ecologically. Thanks to state-of-the-art SCR (Selective Catalytic Reduction) technology, it has been fulfilling the Euro-VI Standard for years and is extremely frugal in terms of consumption. Fuel-saving is also helped by the speed-sensitive electromechanical power steering.

Long-term cost-effectiveness. There are many reasons why the Sprinter City 75 pays off in the long run. One of these is the optimised lifetime of all moving vehicle parts, such as engine, transmission, drive shafts or passenger doors. Another is the standard and wear-free retarder with hand and foot control for brake-friendly driving.

When good gets even better. The proven 7G-Tronic PLUS automatic transmission with Drive Select and paddles remains integrated as standard. A new feature is the standard HOLD function. It holds the vehicle in position, for example when starting off on a hill, until the accelerator pedal is depressed*. Comfortable and at the same time economical driving is guaranteed by the powertrain specially adapted to the Sprinter City 75.

A solid base: Sprinter City 75. In spite of its impressive 8.5 metres in length and permissible total weight of 6.8 tons, the Sprinter City 75 is designed as a two-axle vehicle. In addition to the visibly independent structure from the B-pillar, the design and load capacity of its vehicle structure and its rear axle distinguish it from the Sprinter VAN. This dual-rear drive axle has a maximum payload of 5 tons and its standard air suspension ensures a constant vehicle level with consistently high ride comfort.

Easy to manoeuvre: Sprinter City 45. With a body width of only 2.02 metres and a turning circle of 15.3 metres, the Sprinter City 45 is extremely easy to manoeuvre. A permissible total weight of 5.0 to 5.5 tons ensures adequate weight reserves even when fully occupied by up to 28 passengers.

* Observe operating instructions!

Maximum freedom: The new Sprinter Travel.

18–22 passengers | 8.5 metres | Comfort specialist

Unmistakable design, unique technology, high-quality equipment: with the Sprinter Travel 75, Mercedes-Benz presents the new reference in its class. As a stand-alone minibus with exclusive comfort and equally exclusive technology, it redefines the coach among the Sprinter minibuses. The Sprinter Travel 75 is always the first choice for day trips or trips lasting several days with small groups. Thanks to its compactness, even on routes where a compact and handy bus is required.

Comfortable all-rounder for exclusive travel. The 8.5 metre long Sprinter Travel 75 comes as standard with 18 seats, up to 21 on request plus a tour guide seat. This perfectly complements the compact versions of the large Mercedes-Benz coaches.

Particularly generous inside, slim as usual outside. The completely newly developed Sprinter Travel 75 spoils its passengers and their luggage with plenty of space. The technology behind it: its self-supporting integral frame, which offers around ten centimetres more interior width in the passenger compartment than conventional Sprinter minibuses, and its unique Sprinter minibus chassis with exclusive high-load rear axle and a gross vehicle weight of up to 6,500 kilograms.





Elegance can be so practical.

Unmistakable Sprinter—unmistakable coach. The elegant exterior of the Sprinter Travel 75 is a clear commitment to exclusive travel. Its independent structure skilfully takes up the basic design principles of the Sprinter, while the panoramic windscreen, which is pulled far up, underlines its coach appearance. The cab and body blend harmoniously to form an expressive unit. The strikingly arrow-shaped panorama side windows in the front area rise from the rear axle, forming an unmistakable side line. The tinted double glazing not only provides an elegant appearance, but also excellent thermal insulation. The relationship to the large coaches is also revealed by a view of the rear. A characteristic feature of the new Sprinter Travel 75 is its independent coach rear with its large rear window, which is also tinted.

More space for more travel comfort. The Sprinter Travel 75 is not only elegant, it is also practical—and that already when boarding and loading. Passengers enter the spacious passenger compartment comfortably through a wide and electrically operated outward swinging door. The passengers' luggage finds plenty of room in the 2.0 cubic metre storage space at the rear. It is supplemented on the left and right by lateral stowage spaces of 0.3 cubic metres each behind swivel flaps. This means that a total of 2.6 cubic metres of storage space is available, which is more than 140 litres per passenger with standard seating.





Exclusivity that relaxes.

Comfort at the top level of the big coaches. The new Sprinter Travel 75 offers more room to feel good thanks to the 10 centimetre wider interior compared to Sprinter coaches based on the panel van. This creates the space for the extremely comfortable passenger seats in large bus format. The high-quality, 45 centimetre wide seating bears a big name: Travel Star Xtra, best known from the coach bestseller Tourismo. Adjustable backrests, integrated handles, foldable armrests on the aisle, bag hooks and luggage net are just a few keywords. When it comes to the choice of upholstery fabrics, you are free to choose from the Mercedes-Benz collection. This gives your Sprinter Travel 75 an individual and exclusive touch.

Atmosphere goes with it. Outstanding comfort is always on the Sprinter Travel 75's itinerary. The passenger compartment impresses with a high-quality interior bus ceiling. Luggage racks with side air ducts and dimmable LED light strips are integrated. The atmospheric lighting creates a pleasant atmosphere, and almost any light colour can be selected and programmed. Service sets with adjustable air vents and LED reading lights complete the exclusive equipment.

Travel comfort in a class of its own. The elaborate heating and air conditioning of the new Sprinter Travel 75 also contributes to this. Hot water convectors and an additional hot water heater with auxiliary heating function ensure ideal temperatures. Also fitted as standard is a powerful passenger compartment air conditioning system with an output of 11 kW.





True comfort begins in the first row.

Perfection for the most important person on board. Nothing is safer than a concentrated driver. That's why Mercedes-Benz has done everything to make the handling of the new Sprinter Travel 75 as easy as possible. Many new details are included as standard to make the driver's work easier. For example, the Sprinter Travel 75 starts without a key. The 7G-Tronic PLUS automatic transmission, which is also standard, can be conveniently operated either via a steering column lever or paddles. Once on tour, the desired cruising speed can be set by pressing the thumb lightly on the cruise control of the multifunction steering wheel.

Comfort at work. With a real coach, it's not just passenger comfort that counts. Comfort in the driver's seat is at least as important. There the Sprinter Travel 75 spoils with a comfort driver's seat in swing seat design as standard. The seat is mechanically adjustable in five axes and also has an adjustable seat cushion extension. Optionally the seat is electrically adjustable and available with seat heating. The driver also benefits from the new multifunction steering wheel and electrically operated sunblind on the windscreen as standard.

Excellent climate as standard. The driver's area is air-conditioned to the same high standard as the passenger compartment and, on hot days, the semi-automatic air-conditioning system Tempmatic with 7 kW output cools it as standard. When it gets colder outside, the Sprinter's front heater with 8 kW output warms the driver's area, and the electric hot-air auxiliary heater ensures fog-free windows in the driver's compartment shortly after the engine starts.

That's entertainment. The professional intercom system and hand-held microphone used by the driver and guide to communicate with their passengers come from the large Mercedes-Benz coaches. For passenger entertainment, the infotainment system of the Sprinter Travel 75 is also available with the Bosch Coach Smart Panel on request. Passengers receive DAB+ for the best radio reception as well as streaming and telephony via Bluetooth. Numerous connectors also ensure media playback from a variety of audio and video sources.

Maximum flexibility: The new Sprinter Transfer.

12-22 passengers | 5.9-7.7 metres | A true all-rounder

The Sprinter Transfer opens up almost unlimited application possibilities with a multitude of variants and covers the full spectrum between scheduled services and touring. From school or crew buses to efficient airport transfers and comfortable interurban buses. The versatile minibus is always the right choice.

The biggest all-rounder: The new Sprinter Transfer 45. The new Sprinter Transfer 45 will make its debut in 2019. With a length of 7.4 metres, it welcomes up to 22 passengers as standard. When it comes to comfort, it also offers a special highlight, as it can be fitted with a high-quality interior bus ceiling on request. Thanks to rear ventilation and LED light strips, it creates a particularly pleasant feeling of space. You can also choose from side air ducts, interurban or coach luggage racks with ventilation nozzles, reading lamps and service sets. This means pure relaxation for your passengers—even on longer tours.

Model variety guaranteed. The Sprinter Transfer 35 is based on the proven original body of the Sprinter with high roof. With a length of 6.97 metres, it offers space for 15 passengers as standard. Proof of its flexibility: if you wish, its seating can be extended to 19 passenger seats. The new Sprinter Transfer also includes the 5.9 metre short Sprinter Transfer 23 with up to 13 passenger seats. It is available as a right-hand drive, while all other variants are available as both left- and right-hand drive.



Freedom of choice with well-being at all times.

Flexibility is key. This also applies to the passenger doors of the Sprinter Transfer. The flexible all-rounder lets you choose freely between three entry-level variants:

- a manually or electrically operated sliding door with electrically operated step,
- an electrically operated passenger door with recessed entrance,
- an electrically operated outward swinging door in the door recess of the passenger door.

No matter which door you choose: your passengers can get on and off quickly and easily. But safety is not neglected either. This is ensured by the emergency exit at the rear, which is standard on board.

Take a seat and feel good. Whether on short routes or a longer interurban trip, the Sprinter Transfer makes you feel right at home. Your passengers will be happy to sit on the comfortable interurban seats with the harmonious designs from the Mercedes-Benz collection. They are available as high-strength or rear-adjustable versions. Armrests, grab bars and luggage nets offer even more comfort on request.

Always ready. As versatile as the Sprinter Transfer's areas of application are, it is also flexible when it comes to seating. The choice is almost limitless here. Various seating plans are available for both the number of seats and their arrangement. Of course, a wheelchair space with rear access can also be optionally integrated via an underfloor lift.



Maximum mobility: The new Sprinter Mobility.

[4–19 passengers](#) | [5.9–7.4 metres](#) | [Quick-change artist](#)

Special school service, community bus, shared taxi or shuttle service: the Sprinter Mobility is the specialist for passengers with limited mobility and stands for maximum adaptability. The new models are now ready to go, proving that the Sprinter Mobility now adapts to your needs even faster and more individually.

Compact: The new Sprinter Mobility 23. 5.9 metres long, a permissible total weight of 3.5 ton. Small, compact and extremely manoeuvrable, the Sprinter Mobility 23 can be easily manoeuvred with a category B licence. You benefit from flexibility that opens up so many opportunities for your company. It can offer you space for up to eight passengers or four wheelchairs. Or you can simply distribute passenger and wheel-chair spaces as needed.

So spacious: The new Sprinter Mobility 45. From 2020, the Sprinter Mobility 45 with a length of 7.4 metres and a permissible total weight of 5 tonnes will show its true greatness. You can welcome up to 19 passengers—and even up to six wheelchair users. Behind this is a new, simple and ingenious design. By raising the floor in the passenger compartment, the disturbing wheel arches have disappeared underneath so that two wheelchairs can be parked side by side in the Sprinter Mobility 45's rear axle area. An additional highlight is the optional coach interior ceiling. In terms of design, lighting and ambience, the ideal setup for extensive tours.





For all those who won't be stopped.

Always in its element. The Sprinter Mobility is a true transformation artist. You have just driven wheelchair users to a sporting event, and now you need maximum seating capacity to provide a shared taxi. No problem at all. The quick adaptation of the passenger compartment is its strength. The basis for this is its aluminium floor system, into which six airline rails are integrated in the case of the Sprinter Mobility 23, and eight in the Sprinter Mobility 45. Ideal for mounting wheelchairs quickly and easily, and for a flexible arrangement of the seating. Thanks to the quick-change system, the passenger seats can be removed or moved in no time.

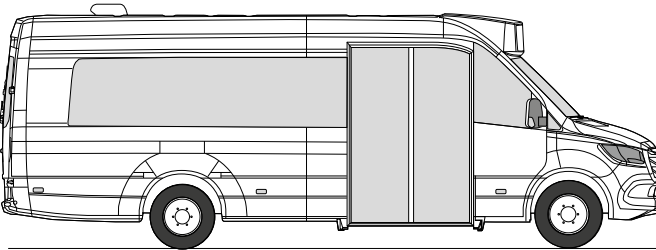
Quick-change artist. A fast passenger flow is the prerequisite for economical operation. Wide doorways and low entry heights make it easy for your passengers to get on board. Wheelchair users have easy access via a lift or a ramp in the rear. For all other passengers, the side sliding door or the co-driver's door offers convenient entry comfort. On request, the sliding door is also available as an electric version.

Hospitality for everyone. The equipment package specially designed for people with reduced mobility includes an electrically extendable step at the sliding door as standard and an access aid for wheelchairs at the rear. In the Sprinter Mobility 23, this takes over the new 2.4-metre-long two-piece tail ramp. In the Sprinter Mobility 45, the new linear lift has been installed to save space as an underfloor lift. When opening the rear doors, they lay parallel to the side wall. The new 270-degree door hinges lock the doors in this position without additional fixtures. A friendly light above the door opening welcomes the guests.

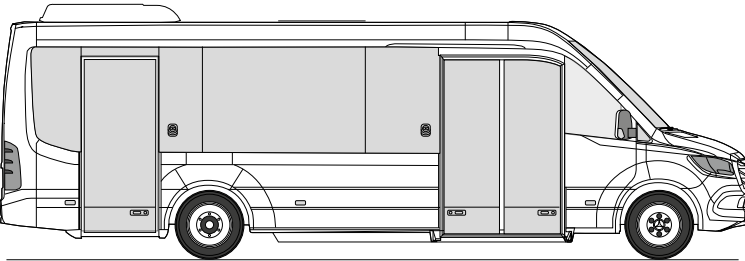
Pleasant ride—with safety in the foreground. With its bright and friendly interior, the Sprinter Mobility welcomes its passengers in a pleasant atmosphere. The ergonomically designed passenger seats have armrests. The backrests are adjustable on request. The integrated two- or three-point seat belts offer support. The wheelchair seats are now even equipped as standard with individually adjustable three-point seat belts. For a comfortable and safe ride at all times.



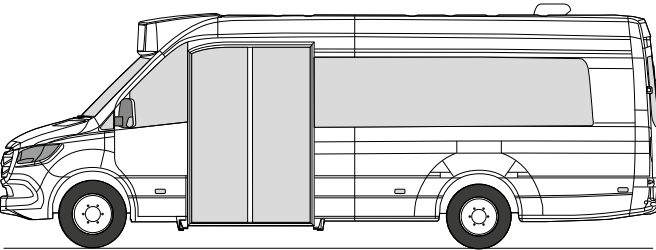
Type Sprinter City



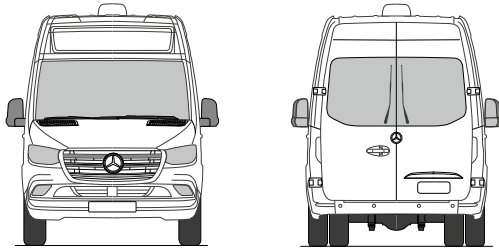
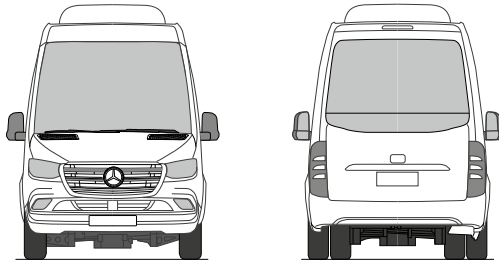
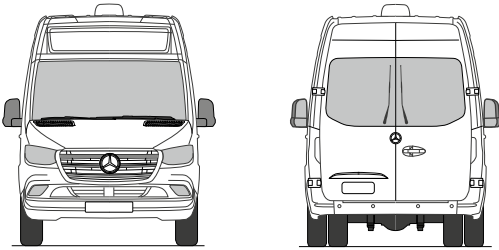
Sprinter City 45 D.613.734 **7.4 m**



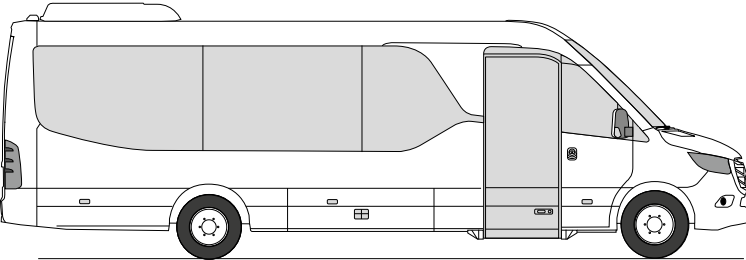
Sprinter City 75 D.613.738 **8.5 m**



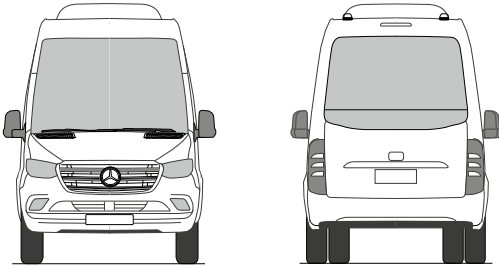
Sprinter City 45 RL D.613.834 **7.4 m**



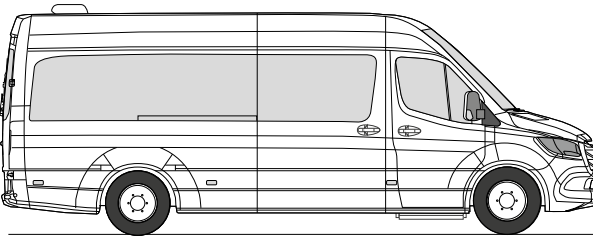
Type Sprinter Travel



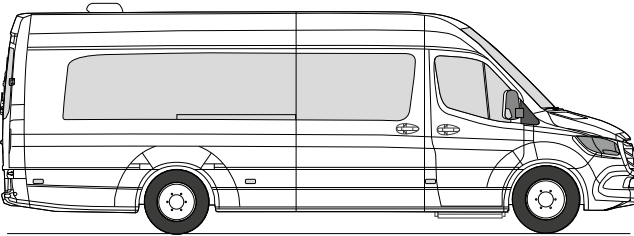
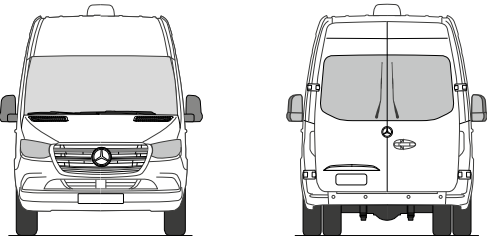
Sprinter Travel 75 D.613.727 **8.5 m**



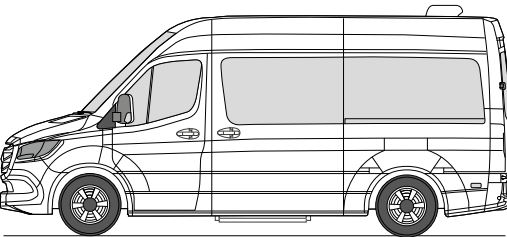
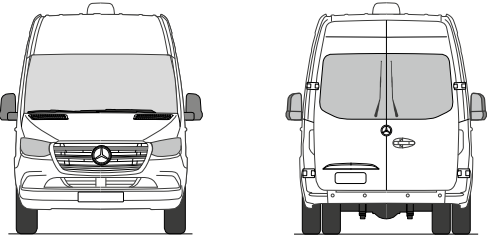
Type Sprinter Transfer



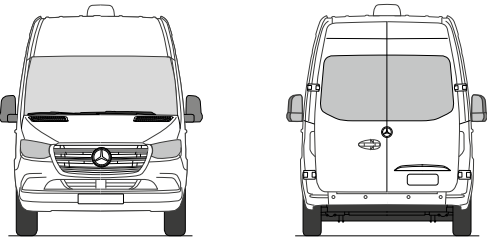
Sprinter Transfer 35 D.613.713 **7.0 m**



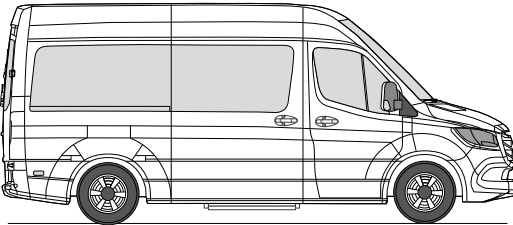
Sprinter Transfer 45 D.613.714 **7.4 m**



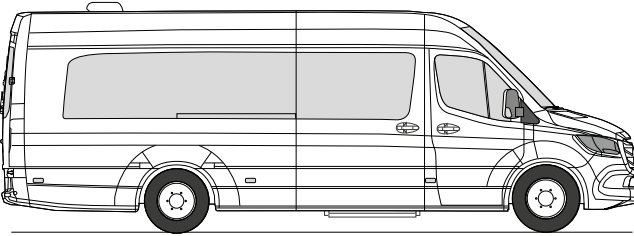
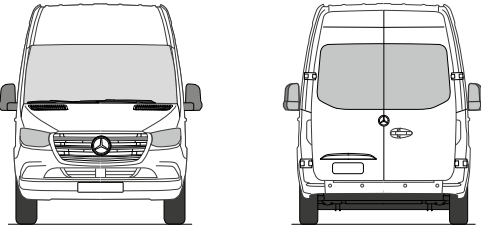
Sprinter Transfer 23 RL D.613.811 **5.9 m**



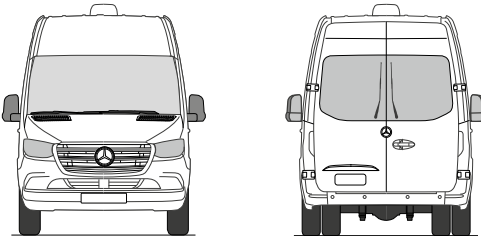
Type Sprinter Mobility



Sprinter Mobility 23 D.613.701 **5.9 m**



Sprinter Mobility 45 D.613.704 **7.4 m**



Dimensions and weights

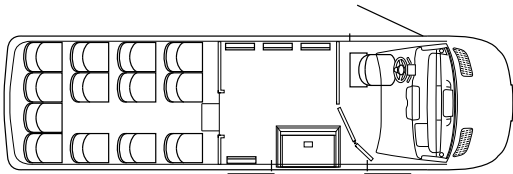
| | Sprinter City 45 | | 75 | 45 RL | Sprinter Travel 75 | |
|--|------------------|--|-------------------------------------|---------------|-------------------------------------|--|
| Length | 7,367 mm | | 8,486 mm | 7,367 mm | 8,486 mm | |
| Width (front/rear) | 2,020 mm | | 2,020/2,080 mm | 2,020 mm | 2,020/2,080 mm | |
| Height (incl. rooftop ventilators) | 2,790 mm | | 2,860 mm | 2,790 mm | - | |
| Height (incl. air conditioning system) | 2,850 mm | | 2,920 mm | 2,850 mm | 2,920 mm | |
| Wheelbase | 4,325 mm | | 5,100 mm | 4,325 mm | 5,100 mm | |
| Track width front axle | 1,685 mm | | 1,685 mm | 1,685 mm | 1,685 mm | |
| Track width rear axle (driving axle) | 1,517 mm | | 1,536 mm | 1,517 mm | 1,536 mm | |
| Tyres rear axle (single/twin) | Twin | | Twin | Twin | Twin | |
| Tyres | 195/75 R 16 C | | VA: 205/75 R 16 C HA: 215/75 R 17.5 | 195/75 R 16 C | VA: 205/75 R 16 C HA: 215/75 R 17.5 | |
| Suspension front/rear | GFK/Steel | | GFK/Air | GFK/Air | GFK/Air | |
| Standing height in middle aisle | 1,910 mm | | 1,910 mm | 1,910 mm | 1,910 mm | |
| Standing height in low-floor area | 2,190 mm | | 2,325 mm | 2,190 mm | 2,325 mm | |
| Passenger capacity max. | 28 | | 38 | 28 | 21+1 | |
| Seats (standard) | 13 | | 12 | 13 | 18 | |
| Wheelchair capacity max. | 1 | | 2 | 1 | 0 | |
| Seat divider (standard) | 670 mm | | 690 mm | 670 mm | 730 mm | |
| Baggage/luggage compartment | - | | - | - | 2.6 m³ | |
| Tank, Diesel | ca. 71 L | | ca. 71 L | ca. 71 L | ca. 71 L | |
| Tank, AdBlue | ca. 22 L | | ca. 22 L | ca. 22 L | ca. 22 L | |
| Permissible total weight (standard) | 5,000 kg | | 6,800 kg | 5,000 kg | 6,500 kg | |
| Permissible axle loads | | | | | | |
| - Front axle (standard) | 1,850 kg | | 2,100 kg | 1,850 kg | 2,100 kg | |
| - Rear axle (driving axle) | 3,500 kg | | 4,800 kg | 3,500 kg | 4,800 kg | |

| | Sprinter Transfer 35 | | 45 | 23 RL | Sprinter Mobility 23 | | 45 |
|--|----------------------|--|---------------|---------------|----------------------|--|---------------|
| Length | 6,967 mm | | 7,367 mm | 5,932 mm | 5,932 mm | | 7,367 mm |
| Width (front/rear) | 2,020 mm | | 2,020 mm | 2,020 mm | 2,020 mm | | 2,020 mm |
| Height (incl. rooftop ventilators) | 2,790 mm | | 2,790 mm | 2,790 mm | 2,650 mm* | | 2,790 mm |
| Height (incl. air conditioning system) | 2,850 mm | | 2,850 mm | 2,850 mm | 2,850 mm | | 2,850 mm |
| Wheelbase | 4,325 mm | | 4,325 mm | 3,665 mm | 3,665 mm | | 4,325 mm |
| Track width front axle | 1,685 mm | | 1,685 mm | 1,726 mm | 1,726 mm | | 1,685 mm |
| Track width rear axle (driving axle) | 1,517 mm | | 1,517 mm | 1,732 mm | 1,732 mm | | 1,517 mm |
| Tyres rear axle (single/twin) | Twin | | Twin | Single | Single | | Twin |
| Tyres | 195/75 R 16 C | | 195/75 R 16 C | 235/65 R 16 C | 235/65 R 16 C | | 195/75 R 16 C |
| Suspension front/rear | GFK/Steel | | GFK/Steel | GFK/Steel | GFK/Steel | | GFK/Steel |
| Standing height in middle aisle | 1,900 mm | | 1,900 mm | 1,900 mm | 1,900 mm | | 1,900 mm |
| Standing height in low-floor area | | | | | | | |
| Passenger capacity max. | 19 | | 22 | 13 | 8 | | 18 |
| Seats (standard) | 16 | | 19 | 13 | 8 | | 18 |
| Wheelchair capacity max. | - | | 1 | - | 4 | | 6 |
| Seat divider (standard) | 750 mm | | 750 mm | 750 mm | variable | | variable |
| Baggage/luggage compartment | - | | - | - | - | | - |
| Tank, Diesel | ca. 71 L | | ca. 71 L | ca. 71 L | ca. 71 L | | ca. 71 L |
| Tank, AdBlue | ca. 22 L | | ca. 22 L | ca. 22 L | ca. 22 L | | ca. 22 L |
| Permissible total weight (standard) | 5,000 kg | | 5,000 kg | 3,550 kg | 3,500 kg | | 5,000 kg |
| Permissible axle loads | | | | | | | |
| - Front axle (standard) | 1,850 kg | | 1,850 kg | 1,650 kg | 1,650 kg | | 1,850 kg |
| - Rear axle (driving axle) | 3,500 kg | | 3,500 kg | 2,250 kg | 2,250 kg | | 3,500 kg |

* Mobility 23 is not available with roof vent.

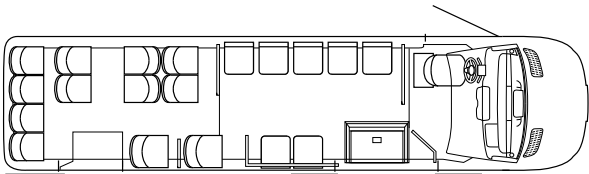
Seating

Sprinter City 45
D.613.734



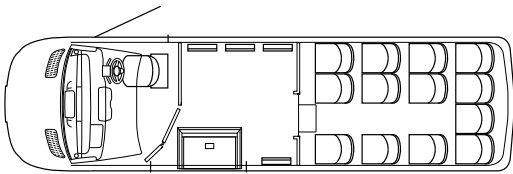
Standard: Number of seats 13+1

Sprinter City 75
D.613.738



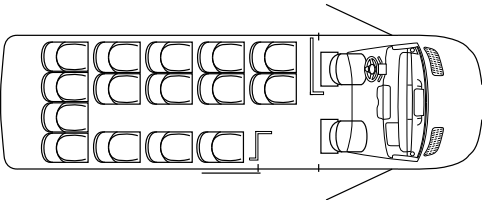
Standard: Number of seats 12+1

Sprinter City 45 RL
D.613.834



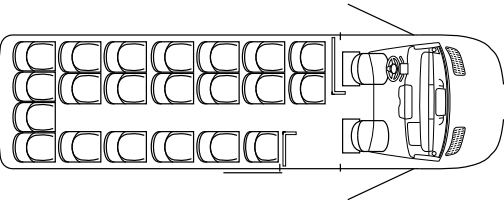
Standard: Number of seats 13+1

Sprinter Transfer 35
D.613.713



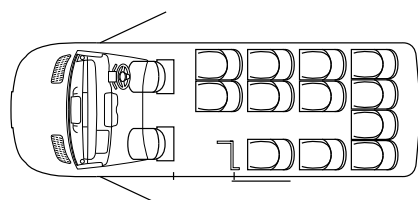
Standard: Number of seats 16+1

Sprinter Transfer 45
D.613.714



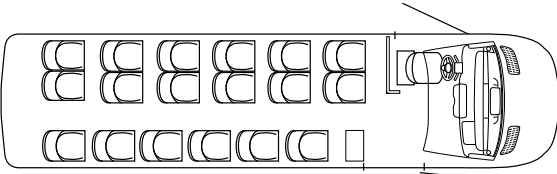
Standard: Number of seats 19+1
max. seats 22+1

Sprinter Transfer 23 RL
D.613.811



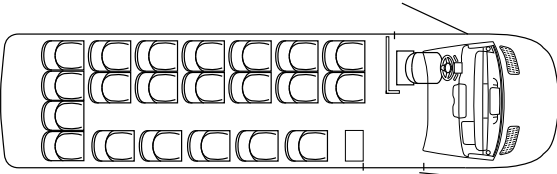
Standard: Number of seats 13+1

Sprinter Travel 75
D.613.727



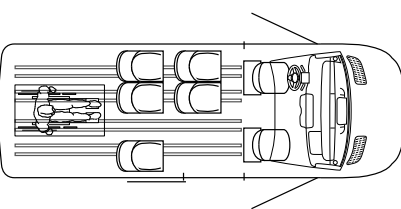
Standard: Number of seats 18+1+KS

Sprinter Travel 75
D.613.727



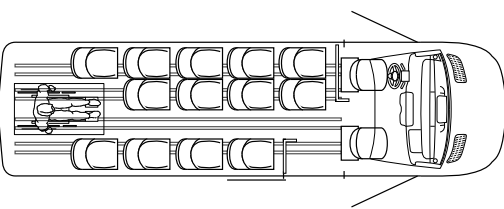
Standard: Number of seats 21+1+KS

Sprinter Mobility 23
D.613.701



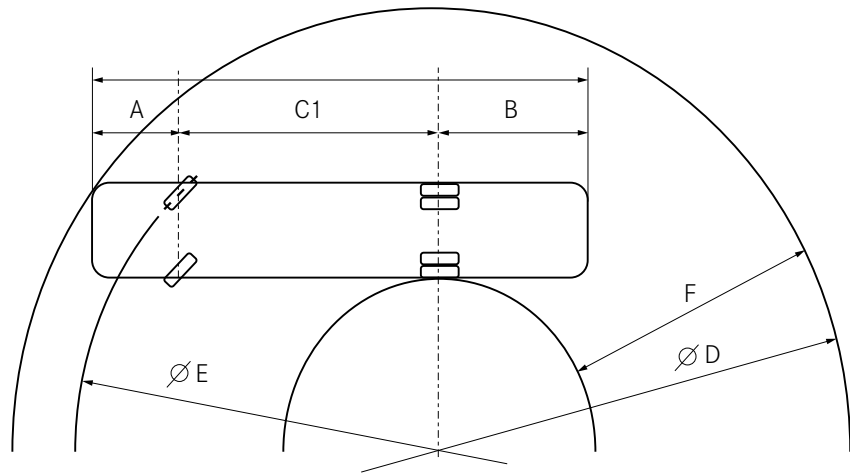
Seating variants: max. 8 seats,
max. 4 wheelchair space

Sprinter Mobility 45
D.613.704



Seating variants: max. 18 seats,
max. 6 wheelchair space

Turning circle



| | Sprinter City 45 | 75 | 45 RL | Sprinter Travel 75 |
|--|------------------|-----------|-----------|--------------------|
| A: Front overhang | 1,021 mm | 1,021 mm | 1,021 mm | 1,021 mm |
| B: Rear overhang | 2,015 mm | 2,370 mm | 2,015 mm | 2,370 mm |
| D: Turning circle min. | 15,300 mm | 17,700 mm | 15,300 mm | 17,700 mm |
| E: Track circle min. | 14,376 mm | 16,551 mm | 14,376 mm | 16,551 mm |
| F: Ring width turning circle min. | 3,833 mm | 4,234 mm | 3,833 mm | 4,234 mm |
| D: Turning circle BOKraft | 25,000 mm | 25,000 mm | 25,000 mm | 25,000 mm |
| F: Ring width BOKraft | 3,882 mm | 4,234 mm | 3,882 mm | 4,234 mm |
| F: Ring width max. permissible acc. to BOKraft | 7,200 mm | 7,200 mm | 7,200 mm | 7,200 mm |
| Wheel angle front axle max., interior/exterior curve | 46° /37° | 46° /37° | 46° /37° | 46° /37° |

| | Sprinter Transfer 35 | 45 | 23 RL | Sprinter Mobility 23 | 45 |
|--|----------------------|-----------|-----------|----------------------|-----------|
| A: Front overhang | 1,021 mm | 1,021 mm | 1,021 mm | 1,021 mm | 1,021 mm |
| B: Rear overhang | 1,615 mm | 2,015 mm | 1,240 mm | 1,240 mm | 2,015 mm |
| D: Turning circle min. | 15,300 mm | 15,300 mm | 13,400 mm | 13,400 mm | 15,300 mm |
| E: Track circle min. | 14,376 mm | 14,376 mm | 12,744 mm | 12,744 mm | 14,376 mm |
| F: Ring width turning circle min. | 3,833 mm | 3,833 mm | 3,547 mm | 3,547 mm | 3,833 mm |
| D: Turning circle BOKraft | 25,000 mm | 25,000 mm | 25,000 mm | 25,000 mm | 25,000 mm |
| F: Ring width BOKraft | 3,882 mm | 3,882 mm | 3,583 mm | 3,583 mm | 3,882 mm |
| F: Ring width max. permissible acc. to BOKraft | 7,200 mm | 7,200 mm | 7,200 mm | 7,200 mm | 7,200 mm |
| Wheel angle front axle max., interior/exterior curve | 46° /37° | 46° /37° | 46° /37° | 46° /37° | 46° /37° |

Standard and optional specifications

| Engine/Chassis | Sprinter City 45 | 75 | 45 RL | Sprinter Travel 75 |
|--|------------------|----|-------|--------------------|
| Mercedes-Benz OM 651 engine, 84 kW (114 hp) | - | - | - | - |
| Mercedes-Benz OM 651 engine, 105 kW (143 hp) | ● | - | ● | - |
| Mercedes-Benz OM 651 engine, 120 kW (163 hp) | ○ | ● | ○ | ● |
| Mercedes-Benz OM 642 engine, 140 kW (190 hp) | - | - | - | ○ |
| Eco Start/Stop function “plus” | ○ | ○ | ○ | ● |
| Manual transmission, 6-speed | - | - | - | ● |
| 7G-Tronic PLUS transmission, 7-gear, automatic | ● | ● | ● | ● |
| Air suspension at the rear axle | ○ | ● | ○ | ● |
| Retarder with foot operation | ○ | ● | ○ | ● |
| Retarder with hand and foot operation | ○ | ○ | ○ | ○ |
| Bus stop brake | ○ | ○ | - | - |

| Assistance systems | Sprinter City 45 | 75 | 45 RL | Sprinter Travel 75 |
|---|------------------|----|-------|--------------------|
| Adaptive Electronic Stability Programme (ADAPTIVE ESP®) | ● | ● | ● | ● |
| Anti-lock Braking System (ABS) | ● | ● | ● | ● |
| Acceleration Skid Control (ASR) | ● | ● | ● | ● |
| Hill start assist | ● | ● | ● | ● |
| HOLD function | ● | ● | ● | ● |
| Active Brake Assist | ● | ● | ● | ● |
| Active Proximity Control System DISTRONIC | ○ | ○ | ○ | ○ |
| Active Lane Assist | ○ | - | ○ | - |
| Traffic Signal Assistant | ○ | - | ○ | - |
| Blind Spot Assist with Rear Cross Traffic Alert | ○ | - | ○ | - |
| Side Wind Assist | ● | ● | ● | ● |
| Highbeam Assist | ○ | - | ○ | - |
| Windscreen washing system: WET WIPER SYSTEM | ○ | ● | ○ | ● |
| Parking package with 360° | ○ | - | ○ | - |
| Parking package with rear-view camera | ○ | - | ○ | - |

| Engine/Chassis | Sprinter Transfer 35 | 45 | 23 RL | Sprinter Mobility 23 | 45 |
|--|----------------------|----|-------|----------------------|----|
| Mercedes-Benz OM 651 engine, 84 kW (114 hp) | - | - | ● | ● | - |
| Mercedes-Benz OM 651 engine, 105 kW (143 hp) | ● | ● | ○ | ○ | ● |
| Mercedes-Benz OM 651 engine, 120 kW (163 hp) | ○ | ○ | ○ | ○ | ○ |
| Mercedes-Benz OM 642 engine, 140 kW (190 hp) | ○ | ○ | - | - | ○ |
| Eco Start/Stop function “plus” | ○ | ○ | ○ | ● | ○ |
| Manual transmission, 6-speed | ● | ● | ● | ● | ● |
| 7G-Tronic PLUS transmission, 7-gear, automatic | ○ | ○ | ○ | ○ | ○ |
| Air suspension at the rear axle | ○ | ○ | ○ | - | ○ |
| Retarder with foot operation | ○ | ○ | - | - | ○ |
| Retarder with hand and foot operation | ○ | ○ | - | - | ○ |
| Bus stop brake | - | - | - | - | - |

| Assistance systems | Sprinter Transfer 35 | 45 | 23 RL | Sprinter Mobility 23 | 45 |
|---|----------------------|----|-------|----------------------|----|
| Adaptive Electronic Stability Programme (ADAPTIVE ESP®) | ● | ● | ● | ● | ● |
| Anti-lock Braking System (ABS) | ● | ● | ● | ● | ● |
| Acceleration Skid Control (ASR) | ● | ● | ● | ● | ● |
| Hill start assist | ○ | ○ | ○ | ○ | ○ |
| HOLD function | ○ | ○ | ○ | ○ | ○ |
| Active Brake Assist | ● | ● | ● | ○ | ● |
| Active Proximity Control System DISTRONIC | ○ | ○ | ○ | ○ | ○ |
| Active Lane Assist | ○ | ○ | ○ | ○ | ○ |
| Traffic Signal Assistant | ○ | ○ | ○ | ○ | ○ |
| Blind Spot Assist with Rear Cross Traffic Alert | ○ | ○ | ○ | ○ | ○ |
| Side Wind Assist | ● | ● | ● | ● | ● |
| Highbeam Assist | ○ | ○ | ○ | ○ | ○ |
| Windscreen washing system: WET WIPER SYSTEM | ○ | ○ | ○ | ○ | ○ |
| Parking package with 360° | ○ | ○ | ○ | ○ | ○ |
| Parking package with rear-view camera | ○ | ○ | ○ | ○ | ○ |

Standard and optional specifications

| Vehicle body | Sprinter City 45 | 75 | 45 RL | Sprinter Travel 75 |
|---|------------------|----|-------|--------------------|
| ECE Guideline 107, Vehicle class B | - | - | - | ● |
| ECE Guideline 107, Vehicle class A | ● | - | ● | - |
| ECE Guideline 107, Vehicle class 1 | ○ | ● | ○ | - |
| Low-floor zone between both axles | ● | ● | ● | - |
| All-around glazing, single, with thermally insulating glass | - | - | - | - |
| Side windows, double-glazed | ○ | - | ○ | - |
| Panorama side windows, double-glazed | - | ○ | - | ● |
| Panorama front windscreen | - | ● | - | ● |
| Outward swinging doors, 1-leaf, door width 750 mm | - | - | - | - |
| Outward swinging doors, 1-leaf, door width 850 mm | - | ● | - | ● |
| Outward swinging doors, 2-leaf, door width 1,350 mm, door 1 | ● | ● | ● | - |
| Step for sliding door, automatically operated | - | - | - | - |
| Lower entry at the front co-driver door | - | - | - | - |
| Aluminium floor system | - | - | - | - |
| All-around glazing, single, with thermally insulating glass | ● | - | ● | - |
| Hand grips in entrance area | ● | ● | ● | ● |
| Rear 2 x 270 degree hinged doors | ● | - | ● | - |
| Folding ramp at the rear (standard package) | - | - | - | - |
| Linear hub lift, at the rear (standard package) | - | - | - | - |
| Underfloor lift, at the rear | - | - | - | - |
| Wheelchair mounting set with 4-point tightening strap system & 3-point seatbelt for wheelchair user | - | - | - | - |
| Fuel tank 93 l | - | - | - | - |
| Extra tank 25 l | - | ○ | - | - |
| Radiator grille with chrome inserts | ○ | ○ | ○ | ● |
| Trailer coupling | - | - | - | ○ |
| Mechanical folding ramp, door 1 | ○ | ● | ○ | - |
| Electrical folding ramp, door 1 | ○ | ○ | ○ | - |

| Vehicle body | Sprinter Transfer 35 | 45 | 23 RL | Sprinter Mobility 23 | 45 |
|---|----------------------|----|-------|----------------------|----|
| ECE Guideline 107, Vehicle class B | ● | ● | ● | - | ● |
| ECE Guideline 107, Vehicle class A | - | - | - | - | ○ |
| ECE Guideline 107, Vehicle class 1 | - | - | - | - | - |
| Low-floor zone between both axles | - | - | - | - | - |
| All-around glazing, single, with thermally insulating glass | ● | ● | ● | ● | ● |
| Side windows, double-glazed | ○ | ○ | - | - | ○ |
| Panorama side windows, double-glazed | - | - | - | - | - |
| Panorama front windscreen | - | - | - | - | - |
| Outward swinging doors, 1-leaf, door width 750 mm | - | ○ | - | - | - |
| Outward swinging doors, 1-leaf, door width 850 mm | - | - | - | - | - |
| Outward swinging doors, 2-leaf, door width 1,350 mm, door 1 | - | - | - | - | - |
| Step for sliding door, automatically operated | ● | ● | ● | ○ | ● |
| Lower entry at the front co-driver door | ○ | ○ | - | - | ○ |
| Aluminium floor system | - | - | - | ● | ● |
| All-around glazing, single, with thermally insulating glass | ● | ● | ● | ● | ● |
| Hand grips in entrance area | ● | ● | ● | ● | ● |
| Rear 2 x 270 degree hinged doors | ○ | ● | ○ | ● | ● |
| Folding ramp at the rear (standard package) | - | - | - | ● | - |
| Linear hub lift, at the rear (standard package) | - | - | - | ○ | ● |
| Underfloor lift, at the rear | - | ○ | - | ○ | ● |
| Wheelchair mounting set with 4-point tightening strap system & 3-point seatbelt for wheelchair user | - | ○ | - | ● | ● |
| Fuel tank 93 l | ○ | ○ | ○ | ○ | ○ |
| Extra tank 25 l | - | - | - | - | - |
| Radiator grille with chrome inserts | ○ | ○ | ○ | ○ | ○ |
| Trailer coupling | ○ | ○ | ○ | ○ | ○ |
| Mechanical folding ramp, door 1 | - | - | - | - | - |
| Electrical folding ramp, door 1 | - | - | - | - | - |

Standard and optional specifications

| Lighting | Sprinter City 45 | 75 | 45 RL | Sprinter Travel 75 |
|---------------------------------------|------------------|----|-------|--------------------|
| Halogen headlamps | ● | ● | ● | ● |
| Adaptive braking light | ● | ● | ● | ● |
| Halogen foglamps with cornering light | ○ | ○ | ○ | ○ |
| LED high-performance headlamps | ○ | ○ | ○ | ○ |

| Driver's space | Sprinter City 45 | 75 | 45 RL | Sprinter Travel 75 |
|--|------------------|----|-------|--------------------|
| Exterior mirrors, heated and electrically adjustable | ● | ● | ● | ● |
| Steering wheel, adjustable angle and height | ● | ● | ● | ● |
| Exterior mirrors, electrically foldable | ○ | ○ | ○ | ○ |
| Multifunction steering wheel | ○ | ● | ○ | ● |
| KEYLESS Start ignition | ● | ● | ● | ● |
| MB DIN audio system | ○ | ○ | ○ | ○ |
| MBUX multimedia system with 7" touchscreen | ○ | ○ | ○ | ○ |
| MBUX multimedia system with 10.25" touchscreen | ○ | ○ | ○ | ○ |
| Adjustable driver's seat | - | - | - | - |
| “Comfort” driver's seat | - | - | - | - |
| “Comfort” driver's swivel seat | ● | ● | ● | ● |
| Electrically adjustable driver's seat | ○ | ○ | ○ | ○ |
| Seat heater for driver's seat | ○ | ○ | ○ | ○ |
| Cruise control | ○ | ○ | ○ | ● |
| Charging package instrumentation panel | ○ | ○ | ○ | ○ |
| Wireless charging | ○ | ○ | ○ | ○ |
| 230 V power outlet | ○ | ○ | ○ | ○ |
| Electric sunblind on the windscreen | - | ● | - | ● |

| Lighting | Sprinter Transfer 35 | 45 | 23 RL | Sprinter Mobility 23 | 45 |
|---------------------------------------|----------------------|----|-------|----------------------|----|
| Halogen headlamps | ● | ● | ● | ● | ● |
| Adaptive braking light | ● | ● | ● | ● | ● |
| Halogen foglamps with cornering light | ○ | ○ | ○ | ○ | ○ |
| LED high-performance headlamps | ○ | ○ | ○ | ○ | ○ |

| Driver's space | Sprinter Transfer 35 | 45 | 23 RL | Sprinter Mobility 23 | 45 |
|--|----------------------|----|-------|----------------------|----|
| Exterior mirrors, heated and electrically adjustable | ● | ● | ● | ● | ● |
| Steering wheel, adjustable angle and height | ● | ● | ● | ● | ● |
| Exterior mirrors, electrically foldable | ○ | ○ | ○ | ○ | ○ |
| Multifunction steering wheel | ○ | ○ | ○ | ○ | ○ |
| KEYLESS Start ignition | ● | ● | ● | ● | ● |
| MB DIN audio system | ○ | ○ | ○ | ○ | ○ |
| MBUX multimedia system with 7" touchscreen | ○ | ○ | ○ | ○ | ○ |
| MBUX multimedia system with 10.25" touchscreen | ○ | ○ | ○ | ○ | ○ |
| Adjustable driver's seat | - | ○ | - | ● | - |
| “Comfort” driver's seat | ● | ● | ● | ○ | ● |
| “Comfort” driver's swivel seat | ○ | ○ | ○ | ○ | ○ |
| Electrically adjustable driver's seat | ○ | ○ | ○ | ○ | ○ |
| Seat heater for driver's seat | ○ | ○ | ○ | ○ | ○ |
| Cruise control | ○ | ○ | ○ | ○ | ○ |
| Charging package instrumentation panel | ○ | ○ | ○ | ○ | ○ |
| Wireless charging | ○ | ○ | ○ | ○ | ○ |
| 230 V power outlet | ○ | ○ | ○ | ○ | ○ |
| Electric sunblind on the windscreen | - | - | - | - | - |

Standard and optional specifications

| Passenger compartment | Sprinter City 45 | 75 | 45 RL | Sprinter Travel 75 |
|---|------------------|----|-------|--------------------|
| Sprinter crewbus interior ceiling with LED spotlights | - | - | - | - |
| Bus interior ceiling with LED light strips | ● | ● | ● | ● |
| LED light strips plus atmospheric lighting | - | - | - | ● |
| LED light strips plus two-zone lighting | ● | ● | ● | - |
| TRANSFER luggage racks | - | - | - | - |
| TRAVEL luggage racks | - | - | - | ● |
| “Inter Star Sprinter” seating, high-strength, seat width 420 mm | ○ | - | ○ | - |
| “Travel Star Sprinter” seating | - | - | - | - |
| “Travel Star Xtra” seating | - | - | - | ● |
| “City Star Sprinter” seating | ● | ● | ● | - |
| M1 co-driver seating | - | - | - | - |
| Fabric side wall | - | - | - | ● |
| Seat upholstery co-driver seat with “Maturin black” fabric | - | - | - | - |
| Seat upholstery co-driver seat with “Caluma black” fabric | - | - | - | - |
| Seat upholstery co-driver seat with fabric from the MB collection | ● | ● | ● | ● |
| Safety bar, aisle side | ○ | ○ | ○ | - |
| Armrests, aisle side | - | - | - | ● |
| 2-point/3-point seatbelts at passenger seats | - | - | - | ●/○ |
| Quick change seat mounting system (standard package) | - | - | - | - |
| Turning folding seats | - | - | - | - |
| Wheelchair space at door 1 | ○ | ● | ○ | - |
| Priority seats with armrest and stop call button | ● | ● | ● | - |
| Folding seats at door 1 | ○ | ○ | ○ | - |
| Pendulum barrier at the driver’s seat | ● | ● | ● | - |

| Passenger compartment | Sprinter Transfer 35 | 45 | 23 RL | Sprinter Mobility 23 | 45 |
|---|----------------------|-----|-------|----------------------|-----|
| Sprinter crewbus interior ceiling with LED spotlights | ● | ● | ● | ● | ● |
| Bus interior ceiling with LED light strips | - | ○ | - | - | ○ |
| LED light strips plus atmospheric lighting | - | - | - | - | - |
| LED light strips plus two-zone lighting | - | - | - | - | - |
| TRANSFER luggage racks | - | ○ | - | - | ○ |
| TRAVEL luggage racks | - | ○ | - | - | - |
| “Inter Star Sprinter” seating, high-strength, seat width 420 mm | ● | ● | ● | - | ● |
| “Travel Star Sprinter” seating | - | ○ | - | - | - |
| “Travel Star Xtra” seating | - | - | - | - | - |
| “City Star Sprinter” seating | - | - | - | - | - |
| M1 co-driver seating | - | - | - | ● | - |
| Fabric side wall | ○ | ○ | - | - | ○ |
| Seat upholstery co-driver seat with “Maturin black” fabric | ● | ● | ● | ● | ● |
| Seat upholstery co-driver seat with “Caluma black” fabric | ○ | ○ | ○ | ○ | ○ |
| Seat upholstery co-driver seat with fabric from the MB collection | ○ | ○ | ○ | ○ | ○ |
| Safety bar, aisle side | ○ | ○ | ○ | - | - |
| Armrests, aisle side | ○ | ○ | ○ | ○ | ○ |
| 2-point/3-point seatbelts at passenger seats | ●/○ | ●/○ | ●/○ | -/● | ●/○ |
| Quick change seat mounting system (standard package) | - | - | - | ● | ● |
| Turning folding seats | - | - | - | ○ | - |
| Wheelchair space at door 1 | - | - | - | - | - |
| Priority seats with armrest and stop call button | ○ | ○ | - | - | ○ |
| Folding seats at door 1 | - | - | - | - | - |
| Pendulum barrier at the driver’s seat | - | - | - | - | - |

Standard and optional specifications

| Heating Ventilation Air Conditioning (HVAC) | Sprinter City 45 | 75 | 45 RL | Sprinter Travel 75 |
|---|------------------|----|-------|--------------------|
| Driver's space "Tempmatic" air conditioning, 7 kW | ○ | ● | ○ | ● |
| Driver's space "Thermotronic" air conditioning, 7 kW | ○ | ○ | ○ | ○ |
| Passenger compartment air conditioning, 7 kW | ○ | - | ○ | - |
| Passenger compartment air conditioning, 11 kW | ○ | ○ | ○ | ● |
| Hot air auxiliary heating for the front windscreen | ● | ● | ● | ● |
| Driver's space hot water heating, 8 kW | ● | ● | ● | ● |
| Passenger compartment hot water heating, 5.5 kW, with auxiliary heating | ● | ● | ● | ● |
| Heat exchanger in the passenger compartment | - | ● | ● | - |
| Convection heating | ● | - | ● | ● |
| Roof window (emergency exit) | ○ | ○ | ○ | ○ |
| Rooftop ventilator | ● | ● | ● | - |

| Information systems | Sprinter City 45 | 75 | 45 RL | Sprinter Travel 75 |
|--|------------------|----|-------|--------------------|
| Bus communication system with gooseneck microphone | ○ | ○ | ○ | - |
| Bus communication system with hand-held microphone | ○ | ○ | ○ | ○ |
| LED destination displays | ○ | ○ | ○ | - |
| Stop signalling system | ● | ● | ● | - |

| Heating Ventilation Air Conditioning (HVAC) | Sprinter Transfer 35 | 45 | 23 RL | Sprinter Mobility 23 | 45 |
|---|----------------------|----|-------|----------------------|----|
| Driver's space "Tempmatic" air conditioning, 7 kW | ○ | ○ | ○ | ○ | ○ |
| Driver's space "Thermotronic" air conditioning, 7 kW | ○ | ○ | ○ | ○ | ○ |
| Passenger compartment air conditioning, 7 kW | ○ | ○ | ○ | ○ | ○ |
| Passenger compartment air conditioning, 11 kW | ○ | ○ | ○ | ○ | ○ |
| Hot air auxiliary heating for the front windscreen | ● | ● | ● | ● | ● |
| Driver's space hot water heating, 8 kW | ● | ● | ● | ● | ● |
| Passenger compartment hot water heating, 5.5 kW, with auxiliary heating | ● | ● | ○ | ○ | ● |
| Heat exchanger in the passenger compartment | ● | ● | ● | ● | ● |
| Convection heating | ○ | - | - | - | ○ |
| Roof window (emergency exit) | ● | ● | ● | - | ● |
| Rooftop ventilator | ● | ● | ● | - | ● |

| Information systems | Sprinter Transfer 35 | 45 | 23 RL | Sprinter Mobility 23 | 45 |
|--|----------------------|----|-------|----------------------|----|
| Bus communication system with gooseneck microphone | - | - | - | - | - |
| Bus communication system with hand-held microphone | - | - | - | - | - |
| LED destination displays | ○ | ○ | - | - | ○ |
| Stop signalling system | - | - | - | - | - |

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