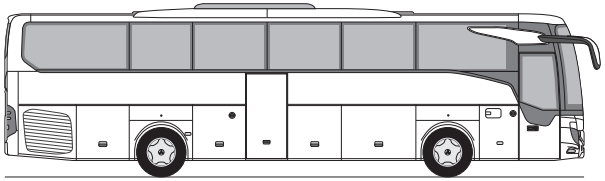
The new Tourismo.

Technical information.

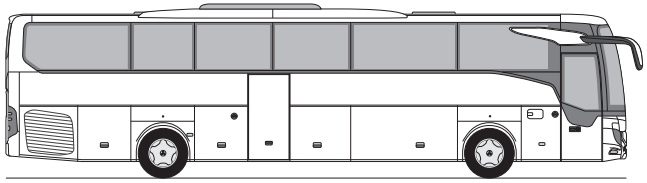
Mercedes-Benz
The standard for buses.

Model designations

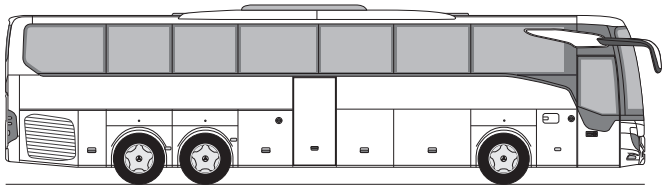
Tourismo (15 RHD, C 410.540-13)



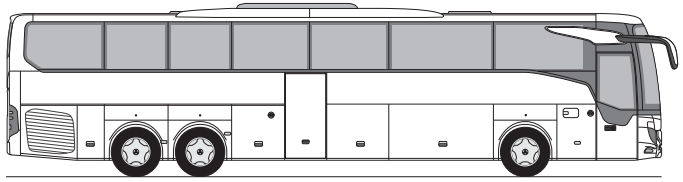
Tourismo M/2 (16 RHD-2, C 410.550-13)

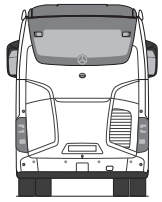


Tourismo M/3 (16 RHD, C 410.560-13)



Tourismo L (17 RHD, C 410.570-13)





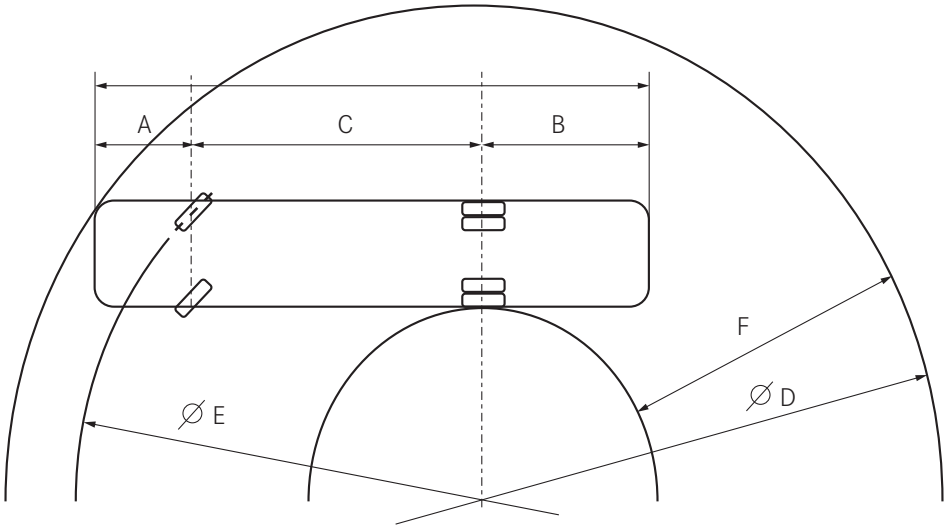
Dimensions and weights

	Tourismo	Tourismo M/2	Tourismo M/3	Tourismo L
Vehicle length	12,295 mm	13,115 mm	13,115 mm	13,935 mm
Vehicle width	2,550 mm	2,550 mm	2,550 mm	2,550 mm
Vehicle height (incl. air conditioning system)	approx. 3,680 mm	approx. 3,680 mm	approx. 3,680 mm	approx. 3,680 mm
Wheelbase, front axle-drive axle	6,090 mm	6,910 mm	6,090 mm	6,910 mm
Wheelbase, drive axle-trailing axle	–	–	1,350 mm	1,350 mm
Forward/rear overhang	2,890/3,315 mm	2,890/3,315 mm	2,890/2,785 mm	2,890/2,785 mm
Angle of approach/departure	7°/6,9°	7°/6,9°	7°/8,4°	7°/8,4°
Tyre size	295/80 R 22.5	295/80 R 22.5	295/80 R 22.5	295/80 R 22.5
Seats (standard, without optional extras)	1/51	1/55	1/55	1/59
Step height door 1/ door 2	approx. 355/365 mm	approx. 355/365 mm	approx. 355/365 mm	approx. 355/365 mm
Internal door width door 1/ door 2	770/590-650 mm**	770/590-650 mm**	770/590-650 mm**	770/590-650 mm**
Standing height in aisle	approx. 2,014 mm	approx. 2,014 mm	approx. 2,014 mm	approx. 2,014 mm
Height of floor, driver's area (above road surface)	approx. 910 mm	approx. 910 mm	approx. 910 mm	approx. 910 mm
Height of floor, aisle (above road surface)	approx. 1,370 mm	approx. 1,370 mm	approx. 1,370 mm	approx. 1,370 mm
Platform height (above aisle floor)	150 mm	150 mm	150 mm	150 mm
Waistline height (above platforms)	750 mm	750 mm	750 mm	750 mm
Luggage shelf	approx. 1,5 m^3	approx. 1,6 m^3	approx. 1,6 m^3	approx. 1,7 m^3
Luggage compartment / capacity	approx. 9.9 m^3	approx. 12.1 m^3	approx. 9.9 m^3	approx. 12.1 m^3
- with toilet	approx. -1.2 m^3	approx. -1.2 m^3	approx. -1.2 m^3	approx. -1.2 m^3
- with driver's sleeping cab	approx. -1.6 m^3	approx. -1.6 m^3	approx. -1.6 m^3	approx. -1.6 m^3
Fuel tank capacity	approx. 480 l	approx. 480 l	approx. 480 l	approx. 480 l
Capacity of AdBlue® additive tank	approx. 40 l	approx. 40 l	approx. 40 l	aprox. 40 l
Gross vehicle weight, max. permissible*	19,500 kg	19,500 kg	24,000 kg	24,000 kg
Axle loads, max. permissible*				
- Front axle	7,500 kg	7,500 kg	7,500 kg	7,500 kg
- Drive axle	11,500 kg	11,500 kg	11,500 kg	11,500 kg
- Trailing axle	–	–	5,750 kg	5,750 kg

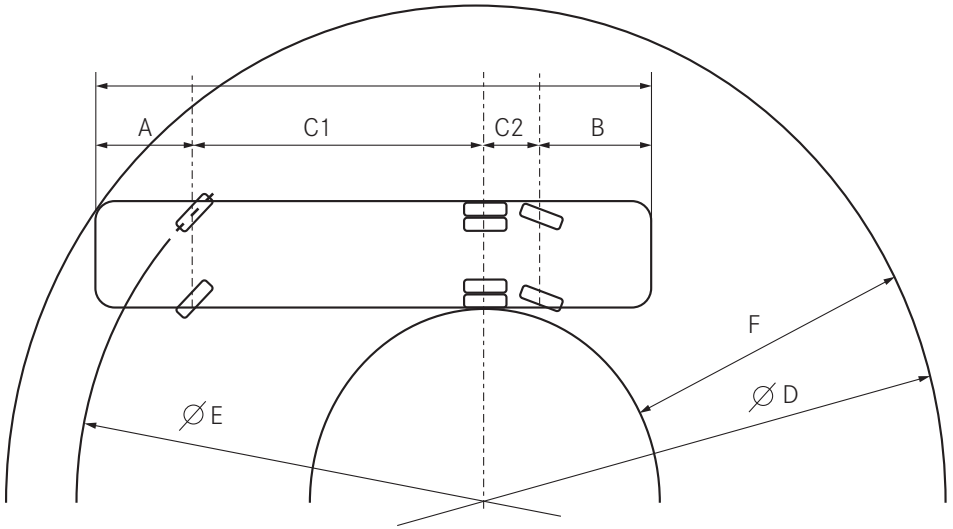
* Depends on country of registration (example is for Germany)

** depending on seating arrangement

Turning circle

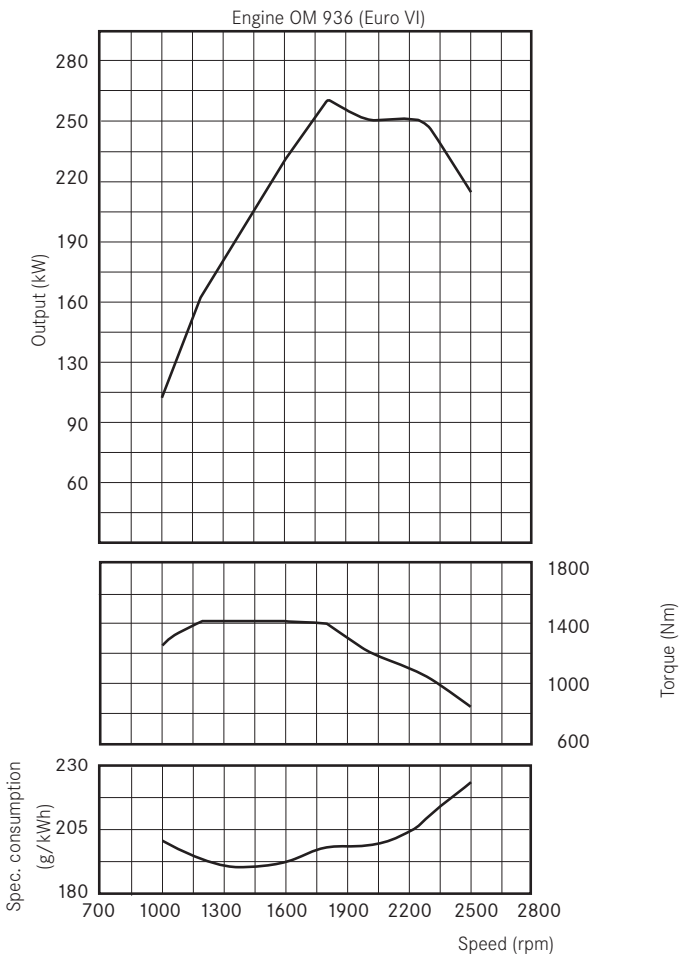


	Tourismo	Tourismo M/2
A: Front overhang	2,890 mm	2,890 mm
B: Rear overhang	3,315 mm	3,315 mm
C: Wheelbase	6,090 mm	6,910 mm
D: Minimum turning circle	approx. 21,276 mm	approx. 23,370 mm
E: Minimum track circle	approx. 16,933 mm	approx. 19,026 mm
F: Swept annular width – minimum turning circle	approx. 7,070 mm	approx. 7,462 mm
D: BOKraft turning circle	25,000 mm	25,000 mm
F: BOKraft swept annular width	approx. 6,041 mm	approx. 6,930 mm
F: Maximum permissible swept annular width according to BOKraft	7,200 mm	7,200 mm
Maximum front axle turning angle, inside/outside wheel	58°/46°	58°/46°



	Tourismo M/3	Tourismo L
A: Front overhang	2,890 mm	2,890 mm
B: Rear overhang	2,785 mm	2,785 mm
C1: Wheelbase front axle-drive axle	6,090 mm	6,910 mm
C2: Wheelbase drive axle-trailing axle	1,350 mm	1,350 mm
D: Minimum turning circle	approx. 21,030 mm	approx. 22,948 mm
E: Minimum track circle	approx. 16,678 mm	approx. 18,603 mm
F: Swept annular width – minimum turning circle	approx. 7,024 mm	approx. 7,384 mm
D: BOKraft turning circle	25,000 mm	25,000 mm
F: BOKraft swept annular width	approx. 5,868 mm	approx. 6,659 mm
F: Maximum permissible swept annular width according to BOKraft	7,200 mm	7,200 mm
Maximum front axle turning angle, inside/outside wheel	58°/46°	58°/46°

Drive train/Technology



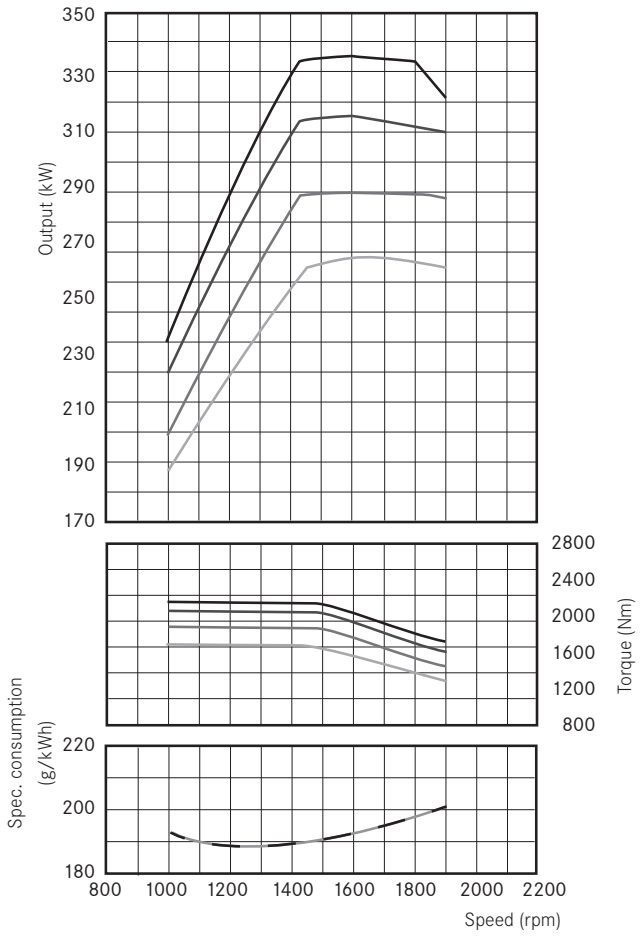
P_{max} 260 kW at 2,200 rpm (80/1269/EEC)
T_{max} 1,400 Nm at 1,200-1,600 rpm

Steady-state full-load curves

	Tourismo, Tourismo M/2
Engine (Euro VI)	OM 936
Displacement	7.700 cm^3
Output	260 kW
Cylinders/arrangement	6/Reihe
Max. torque	1.400 Nm bei 1.200-1.600/min
Transmission	Mercedes-Benz GO 190
Steering	ZF 8098 Servocom
Axles	
– Front axle	ZF, independent wheel suspension
– Drive axle	Mercedes-Benz RO 440

Brakes
Electro-pneumatic braking system (EBS) with disc brakes
Secondary Water Retarder (SWR)
Anti-lock Braking System (ABS)
Acceleration Slip Regulation (ASR)
Brake Assist System (BAS)
Retarder System Integration (DBL)

Engine OM 470 (Euro VI)



P_{max} 335 kW at 1,600/min (80/1269/EWG) Md_{max} 2,200 Nm at 1,100/min

P_{max} 315 kW at 1,600/min (80/1269/EWG) Md_{max} 2,100 Nm at 1,100/min

P_{max} 290 kW at 1,600/min (80/1269/EWG) Md_{max} 1,900 Nm at 1,100/min

P_{max} 265 kW at 1,600/min (80/1269/EWG) Md_{max} 1,700 Nm at 1,100/min

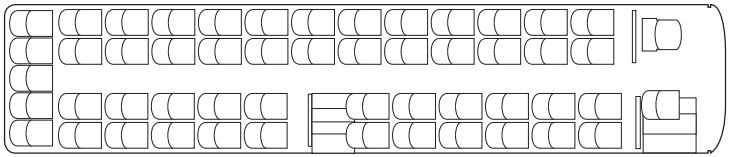
Steady-state full-load curves

	Tourismo, Tourismo M/2	Tourismo M/3, Tourismo L
Engine (Euro VI)	OM 470	OM 470
Displacement	10,677 cm^3	10,677 cm^3
Output (standard)	265 kW	290 kW
Cylinders/arrangement	6/in-line	6/in-line
Max. torque	1,700 Nm at 1,100 rpm	1,900 Nm at 1,100 rpm
Transmission	Mercedes-Benz GO 210	Mercedes-Benz GO 210
Steering	ZF 8098 Servocom	ZF 8098 Servocom
Axles		
– Front axle	ZF, independent wheel suspension	ZF, independent wheel suspension
– Drive axle	Mercedes-Benz RO 440	Mercedes-Benz RO 440
– Trailing axle	-	ZF, independent wheel suspension, Actively steered trailing axle (RAS)
Brakes		
Electro-pneumatic braking system (EBS) with disc brakes		
Secondary Water Retarder (SWR)		
Anti-lock Braking System (ABS)		
Acceleration Slip Regulation (ASR)		
Brake Assist System (BAS)		
Retarder System Integration (DBL)		

Seating variants Tourismo

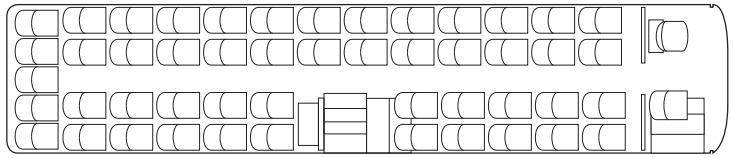
Tourismo (15 RHD, C 410.540-13)

Standard



Number of seats: 51
Galley: no
Toilet: no

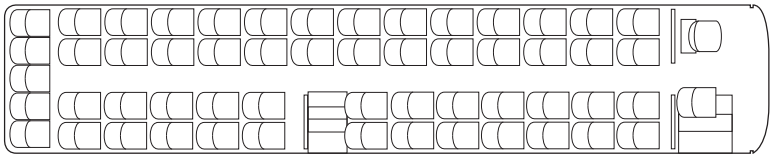
Special equipment (example)



Number of seats: 49
Galley: yes
Toilet: yes

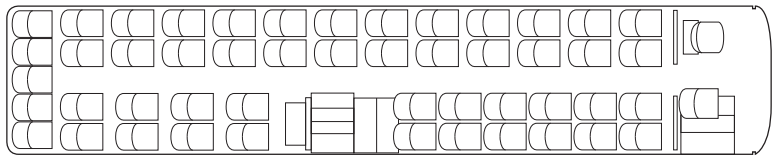
Tourismo M/2 (16 RHD-2, C 410.550-13)

Standard



Number of seats: 55
Galley: no
Toilet: no

Special equipment (example)

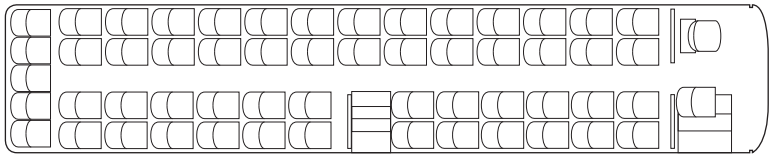


Number of seats: 49
Galley: yes
Toilet: yes

Seating variants Tourismo

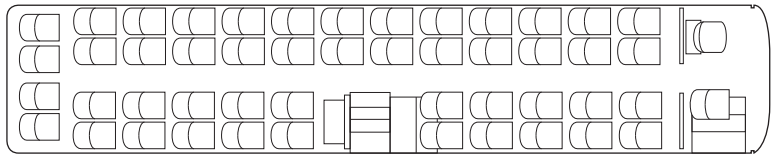
Tourismo M/3 (16 RHD, C 410.560-13)

Standard



Number of seats: 55
Galley: no
Toilet: no

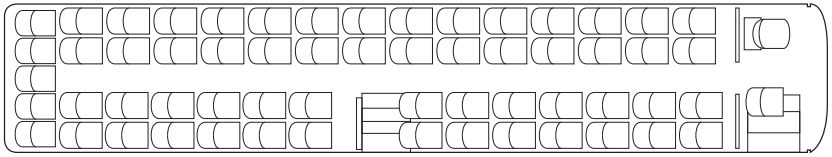
Special equipment (example)



Number of seats: 48
Galley: yes
Toilet: yes

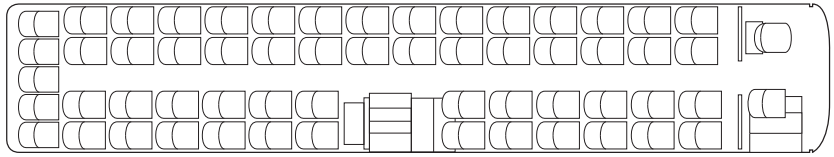
Tourismo L (17 RHD, C 410.570-13)

Standard



Number of seats: 59
Galley: no
Toilet: no

Special equipment (example)



Number of seats: 57
Galley: yes
Toilet: yes

Standard and special equipment (selected)

Engine and running gear	Tourismo	Tourismo M/2	Tourismo M/3	Tourismo L
Engine Mercedes-Benz OM 936, 260 kW (Euro VI)	❍	❍	-	-
Engine Mercedes-Benz OM 470, 265 kW (Euro VI)	●	●	-	-
Engine Mercedes-Benz OM 470, 290 kW (Euro VI)	❍	❍	●	●
Engine Mercedes-Benz OM 470, 315 kW (Euro VI)	❍	❍	❍	❍
Engine Mercedes-Benz OM 470, 335 kW (Euro VI)	❍	❍	❍	❍
Transmission Mercedes-Benz GO 190, 6-speed, manual, power-assisted	❍	❍	-	-
Transmission Mercedes-Benz GO 210, 6-speed, manual, power-assisted	●	●	●	●
Transmission Mercedes-Benz GO 230, 6-speed, manual, power-assisted	❍	❍	❍	❍
Transmission Mercedes-Benz GO 250-8 (PowerShift), 8-speed, automated	❍	❍	❍	❍
Secondary Water Retarder (SWR)	●	●	●	●
Electro-pneumatic braking system (EBS)	●	●	●	●
Electronic Stability Program (ESP®)	●	●	●	●
Brake Assist System (BAS)	●	●	●	●
Continuous Braking Limiter (DBL)	●	●	●	●
Anti-lock Braking System (ABS)	●	●	●	●
Anti-Slip Regulation (ASR)	●	●	●	●
Front Collision Guard (FCG)	●	●	●	●
Bus stop brake with /without pull-away lock	❍	❍	❍	❍
Combined body lowering and lifting mechanism	●	●	●	●
Air suspension via electronic level control system (ENR)	●	●	●	●
Hub caps of stainless steel	❍	❍	❍	❍
Alloy rims with hub centring	❍	❍	❍	❍

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

Driver's area	Tourismo	Tourismo M/2	Tourismo M/3	Tourismo L
Driver's seat GRAMMER Tourea MSG 90.6	●	●	●	●
Driver's seat ISRI NTS 2	❍	❍	❍	❍
Seat heater for driver seat	❍	❍	❍	❍
Steering column with height and tilt adjustment, steering wheel lock	●	●	●	●
Cruise control	●	●	●	●
Adaptive Cruise Control (ART)	❍	❍	❍	❍
Active Brake Assist 4 (ABA 4)	●	●	●	●
AEBS (Advanced Emergency Braking System)	●	●	●	●
Lane Assist (SPA)	●	●	●	●
Eco Driver Feedback (EDF)	❍	❍	❍	❍
Attention Assist (AtAs)	❍	❍	❍	❍
Sideguard Assist	❍	❍	❍	❍
Exterior mirrors heated/electrically adjustable	❍	❍	❍	❍
Fuel consumption display	●	●	●	●
Microphone integrated in back of driver's seat	●	●	●	●
Bluetooth hands-free	❍	❍	❍	❍
Central locking system for luggage compartment doors, doors and filler caps via radio remote control	❍	❍	❍	❍
Satellite navigation system BOSCH	❍	❍	❍	❍
Navigation display via video monitors, control via passenger compartment	❍	❍	❍	❍
Coach Multimedia System in conjunction with Cockpit Comfort Plus	❍	❍	❍	❍
Heated windscreen	❍	❍	❍	❍
Roll-up sun screen on windscreen right and left, power operated	●	●	●	●
Fire detection system with detection line for engine compartment monitoring	●	●	●	●
Tyre pressure control (TPM)	❍	❍	❍	❍
Rear-view camera	❍	❍	❍	❍
Rain-light sensor	❍	❍	❍	❍

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

Interior	Tourismo	Tourismo M/2	Tourismo M/3	Tourismo L
Seating TravelStarEco (TSE 2), rigid backrest, integrated aisle-side grab handles, bag hook, 2-point seat belt	●	●	●	●
Luxline upholstery for passenger seats in fabric and/or composition	❍	❍	❍	❍
Softline upholstery for passenger seats in fabric	❍	❍	❍	❍
Armrests on aisle-side	❍	❍	❍	❍
Centre armrests (folding armrest) between seats	❍	❍	❍	❍
Folding tables on seat backs	❍	❍	❍	❍
2-point seat belt on all passenger seats	●	●	●	●
Footrests on the seat frames	❍	❍	❍	❍
Toilet in long-distance configuration	❍	❍	❍	❍
Galley	❍	❍	❍	❍
Refrigerator in cockpit, front right	●	●	●	●
Refrigerator on aisle-side at toilet cabin	❍	❍	❍	❍
Floor mats in passenger compartment and at entries	❍	❍	❍	❍
Sidewall lining in needle felt	●	●	●	●

Tour guide's seat	Tourismo	Tourismo M/2	Tourismo M/3	Tourismo L
Tour guide's seat, single (on aisle side) with armrest, 3-point seat belt, foldup seat cushion	●	●	●	●
Tour guide's seat, 2 seats with armrests, 3-point seat belt, foldup seat cushion	❍	❍	❍	❍
Reading light on A-pillar for tour guide's seat	●	●	●	●
Microphone for tour guide's seat with helix cable	●	●	●	●
Tour guide's cabinet behind front entry, wall-side	❍	❍	❍	❍

The air-conditioning system and the refrigerator of your vehicle are filled with the coolant R-134a and contain a fluorinated greenhouse gas.
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.

* Tourismo L

	Refrigerator Cockpit Basic Plus Galley	Refrigerator Cockpit Comfort/ Comfort Plus	Refrigerator Toilet	Air-conditioning Evo Cool Basic	Air-conditioning Evo Cool Comfort/ Comfort Plus
Filling capacity	0.095 kg	0.09 kg	0.055 kg	9.5 / 11.5* kg	11.5 kg
CO_2 equivalent	0.14 t	0.13 t	0.08 t	13.585 / 16.445* t	16.445 t
GWP (Global Warming Potential)	1430	1430	1430	1430	1430

Information systems	Tourismo	Tourismo M/2	Tourismo M/3	Tourismo L
BOSCH SmartRadio in conjunction with Cockpit Basic Plus	●	●	●	●
Multi-function antenna for radio and mobile phone	●	●	●	●
Loudspeakers in the passenger compartment	●	●	●	●
15" LCD video monitor at front, fixed installation	❍	❍	❍	❍
19" LCD video monitor at front, fixed installation	❍	❍	❍	❍
15" LCD video monitor in the middle, fixed installation	❍	❍	❍	❍
19" LCD video monitor in the middle, fixed installation	❍	❍	❍	❍

Climate control	Tourismo	Tourismo M/2	Tourismo M/3	Tourismo L
Roof-mounted air conditioner, 32 kW cooling capacity, climate control	●	●	●	-
Roof-mounted air conditioner, 35 kW cooling capacity, climate control	❍	❍	❍	●
Roof-mounted air conditioner, 39 kW cooling capacity, climate control	❍	❍	❍	❍
Driver area climate control	●	●	●	●
Convection heaters mounted on side panels	●	●	●	●
Roof hatches electrically operated	❍	❍	❍	❍

Others	Tourismo	Tourismo M/2	Tourismo M/3	Tourismo L
BI-Xenon headlamps with headlight cleaning system	❍	❍	❍	❍
Luggage compartment doors with lift kinematics	❍	❍	❍	❍
Luggage compartment doors with swing-out kinematics	●	●	●	●
Multi-purpose area with roller shutter behind centre entry and partition	❍	❍	❍	❍
Driver's rest area behind centre entry, intercom, heating	❍	❍	❍	❍
Trailer coupling (various designs)	❍	❍	❍	❍
Ski box type G/I, mounting brackets at rear with socket	❍	-	❍	❍

● 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.

Active Brake Assist 4 (ABA 4):
Regardless of the Adaptive Cruise Control (ART) function, Active Brake Assist 4 (ABA 4) warns the driver prior to a collision with an obstacle and independently brakes the coach. To this end, the radar-controlled system constantly scans an area of up to 250 metres of the lane in front of the coach. As the world's first system of its kind, ABA 4 also reacts to pedestrians.
Therefore, in addition to moving vehicles and stationary obstacles ahead (e.g. the tail-end of a traffic jam), the system also detects pedestrians within 80 metres. For example, should the distance to pedestrians be dangerously reduced, the system alerts the driver by means of visual and acoustic warning signals, while initiating partial braking through tp a standstill if the driver does not respond. The partial braking provides the driver with the possibility of avoiding the collision by means of a full braking or steering maneuver. Additionally, he can warn endangered pedestrians in time using the vehicle's horn.

Adaptive Cruise Control (ACC):
The Adaptive Cruise Control ACC relieves the driver on trunk roads and motorways. If the ACC proximity sensor detects a slower moving vehicle ahead, the ACC brakes the coach automatically until a distance, preselected by the driver, is attained which it can then keep constant. For this purpose a proximity sensor scans the area ahead of the coach every 50 milliseconds.

Advanced Emergency Braking System (AEBS):
Most accidents begin long before a collision. For example, with poor visibility or unforeseen hazards. While the Lane Departure Warning system (LDW) warns the driver of an unintentional crossing of the road marking by a pulsation in the seat, the AEBS reduces the risk of a rear-end collision with slower vehicles or stationary objects ahead. When danger threatens, it independently performs full or partial braking, within a cascade of warnings, to avoid a rear-end collision or reduce accident damage. It therefore reliably meets the European regulations for automatic emergency braking.

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

Attention Assist (AtAs):
The Attention Assist (AtAs) registers parameters such as steering angle, speed, longitudinal and lateral acceleration, trip duration, driver signals and change of driver. By correlating the data, the Attention Assist deduces the condition of the driver. If the data indicates lack of concentration or tiredness, a coffee cup symbol appears on the display as an advisory message that a break is required.

Brake Assist (BAS):
The BAS electronics are able to detect emergency braking situations and automatically build up maximum braking power within fractions of a second. This shortens the stopping distance of the bus by a measurable amount.

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.

Continuous braking limiter (DBL):
The DBL ensures the vehicle maintains a steady speed. For buses and coaches a top speed of 65 mph (100 km/h) is specified by law. On prolonged downhill runs the legal top speed may be unintentionally exceeded if the driver fails to use the brakes. In these cases, the DBL stabilises the speed by using the retarder and thus assists in the prevention of speeding.

Cornering lights/steering-dependent headlamps:
Cornering lights ensure much greater safety when turning at night at poorly lit intersections. When turning, the fog lamp on the inside of the bend is steered so that this area is much better illuminated. The cornering light switches on automatically up to a speed of 40 km/h if the main head-

lamps 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.

Front Collision Guard (FCG):
The Front Collision Guard (FCG) is installed as standard in the new generation of Tourismo. The patented technology starts with a cross section as underride guard, which can, for example, prevent a car from going under the bus. The structure behind this cross section consists of crash elements that can selectively dissipate energy in the event of a collision. In addition, the driver's area, including steering, pedals and seat, is located on a massive frame section, that is displaced rearward as a complete unit in the event of a serious head-on collision, thereby increasing the survival space by vital centimetres. The passive safety system has been realistically tested in a number of crash tests. Moreover, the FCG already meets future statutory standards for pendulum impact tests on buses.
Together with Active Brake Assist, which drastically reduces the speed of impact in the event of an unavoidable head-on collision, a previously unmatched level of bus safety is achieved with the FCG.

Lane Departure Warning System (LDW):
If the driver is momentarily distracted, there is a risk that the bus or coach will unintentionally depart from its lane. LDW was developed with these situations in mind. A small camera fitted behind the windscreen records the lane area up to 30 m ahead of the vehicle. In this area the camera tracks the lane markings, as a result of which a computer determines the position of the vehicle in the lane. If the driver departs from the lane without indicating, the LDW presumes that the change of lane is unintentional. It alerts the driver with a noticeable vibration of the driver's seat on the side corresponding to the lane marking that has been crossed. In this way the driver instinctively steers the vehicle back to the centre of the lane. This vehicle assist system serves solely as a precautionary warning to the driver and does not actively intervene in the steering.

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 exterior mirror 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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