



The Tourismo K. The Tourismo RH.

Technical information.

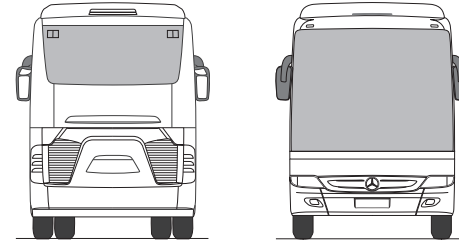
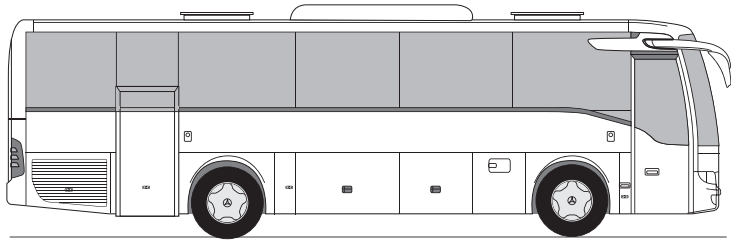
Mercedes-Benz

The standard for buses.

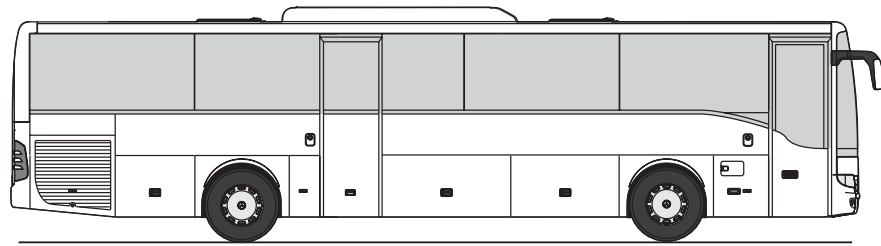


Model designations

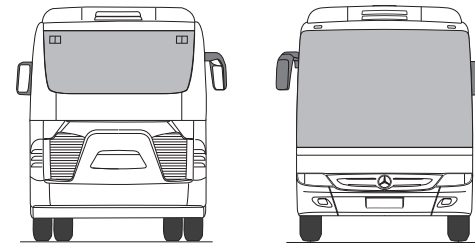
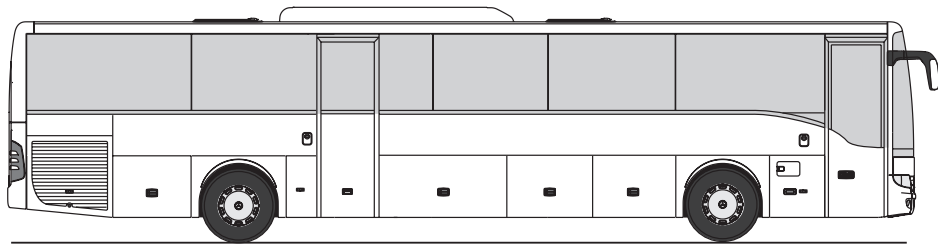
Tourismo K (C 632.460-13)



Tourismo RH (C 632.420-13)



Tourismo RH M (C 632.440-13)

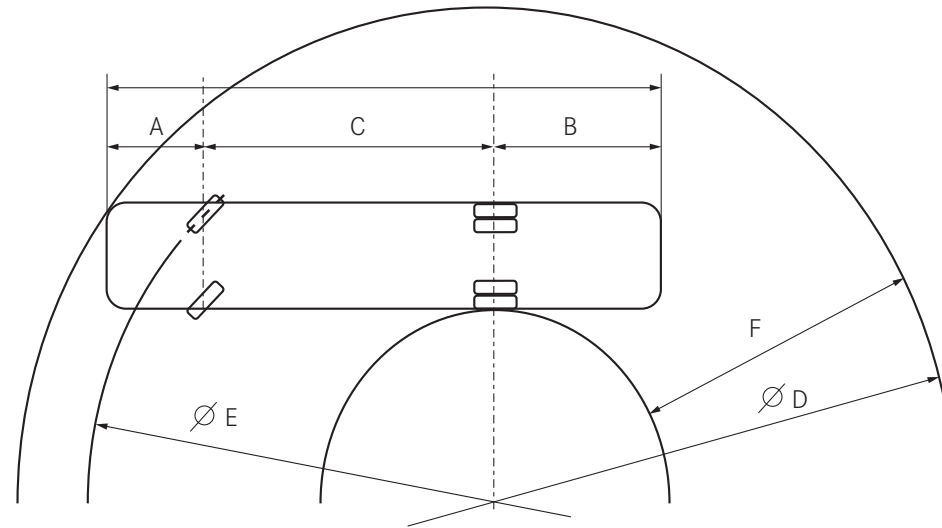


Dimensions and weights

	Tourismo K	Tourismo RH	Tourimo RH M
Vehicle length	10,320 mm	12,140 mm	12,980 mm
Vehicle width	2,550 mm	2,550 mm	2,550 mm
Vehicle height (incl. air conditioning system)	approx. 3,355 mm	approx. 3,355 mm	approx. 3,355 mm
Wheelbase, front axle-drive axle	4,985 mm	6,080 mm	6,920 mm
Forward/rear overhang	2,155/3,180 mm	2,760/3,300 mm	2,760/3,300 mm
Angle of approach/departure	8.7°/7.5°	7.65°/6.9°	7.65°/6.9°
Tyre size	295/80 R 22.5	295/80 R 22.5	295/80 R 22.5
Seats (standard, without optional extras)	1/41	1/51	1/55
Step height door 1/ door 2	approx. 350/370 mm	approx. 350/365 mm	approx. 350/365 mm
Internal door width door 1/ door 2	774/774 mm	774/774 mm	774/774 mm
Standing height in aisle	approx. 1,990 mm	approx. 2,010 mm	approx. 2,010 mm
Height of floor, driver's area (above road surface)	approx. 860 mm	approx. 860 mm	approx. 860 mm
Height of floor, aisle (above road surface)	approx. 1,060 mm	approx. 1,060 mm	approx. 1,060 mm
Platform height (above aisle floor)	150 mm	150 mm	150 mm
Waistline height (above platforms)	655 mm	655 mm	655 mm
Luggage compartment / capacity	approx. 4.2 m ³	approx. 6.7 m ³	approx. 7.9 m ³
Fuel tank capacity	approx. 340 l	approx. 340 l	approx. 340 l
Capacity of AdBlue® additive tank	approx. 44 l	approx. 40 l	approx. 40 l
Gross vehicle weight, max. permissible*	18,600 kg	18,600 kg	18,600 kg
Axle loads, max. permissible*			
- Front axle	7,100 kg	7,100 kg	7,100 kg
- Drive axle	11,500 kg	11,500 kg	11,500 kg

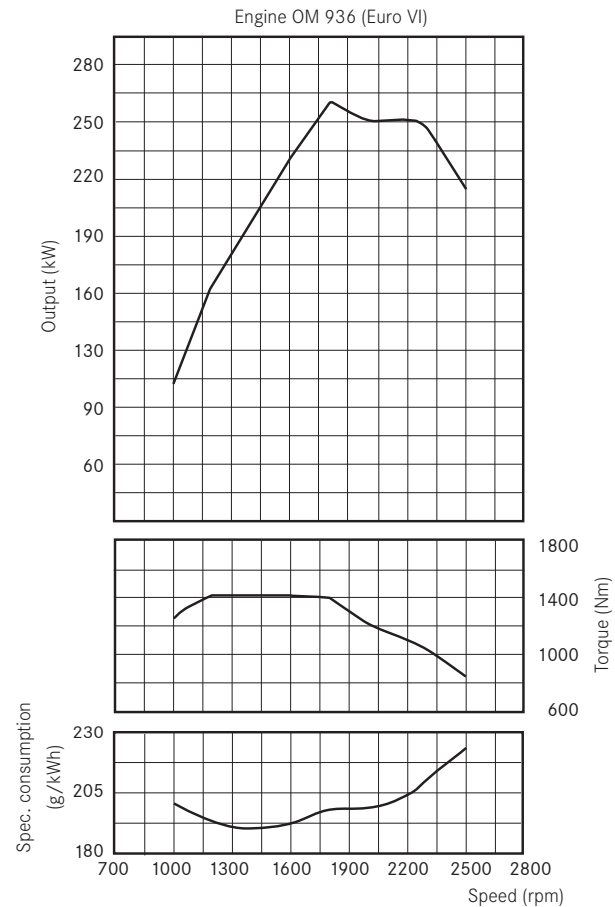
* Depends on country of registration (example is for Germany)

Turning circle



	Tourismo K	Tourismo RH	Tourismo RH M
A: Front overhang	2,155 mm	2,760 mm	2,760 mm
B: Rear overhang	3,180 mm	3,300 mm	3,300 mm
C: Wheelbase	4,985 mm	6,080 mm	6,920 mm
D: Minimum turning circle	approx. 17,200 mm	approx. 20,980 mm	approx. 23,120 mm
E: Minimum track circle	approx. 14,125 mm	approx. 16,910 mm	approx. 19,050 mm
F: Swept annular width - minimum turning circle	approx. 5,910 mm	approx. 6,930 mm	approx. 7,330 mm
D: BOKraft turning circle	25,000 mm	25,000 mm	25,000 mm
F: BOKraft swept annular width	approx. 4,530 mm	approx. 5,870 mm	approx. 6,750 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	58°/46°	58°/46°	58°/46°

Drive train/Technology



P_{max} 260 kW at 1,800 rpm (80/1269/EWG)

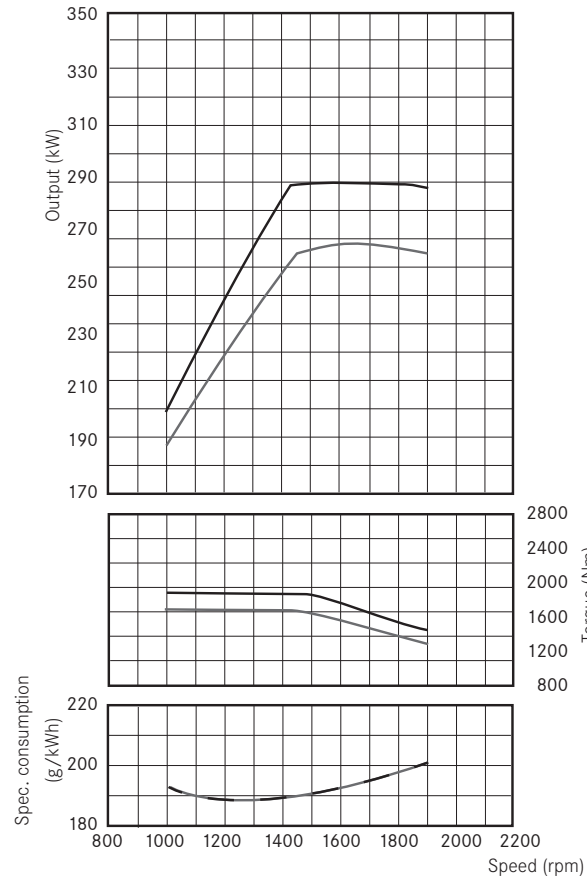
Md_{max} 1,400 Nm at 1,200-1,600 rpm

Steady-state full-load curves



	Tourismo K
Engine (Euro VI)	OM 936
Displacement	7,700 cm ³
Output (standard)	260 kW
Cylinders/arrangement	6/in-line
Max. torque	1,400 Nm at 1,200-1,600 rpm
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} 290 kW at 1,600 rpm (80/1269/EWG)
 - Md_{max} 1,900 Nm at 1,100 rpm
 - P_{max} 265 kW at 1,600 rpm (80/1269/EWG)
 - Md_{max} 1,700 Nm at 1,100 rpm
- Steady-state full-load curves



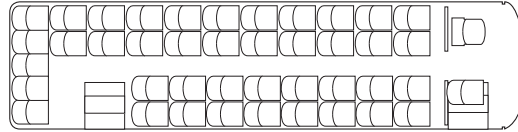
Tourismo RH, Tourismo RH M

Engine (Euro VI)	OM 470
Displacement	10,677 cm ³
Output (standard)	265 kW
Cylinders/arrangement	6/in-line
Max. torque	1,700 Nm at 1,100 rpm
Transmission	Mercedes-Benz GO 210
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)	

Seating variants

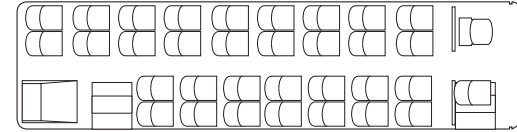
Tourismo K
(C 632.460-13)

Standard



Number of seats: 41
Galley: no
Toilet: no

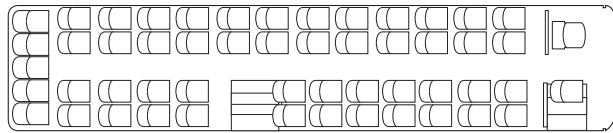
Special equipment (example)



Number of seats: 32
Galley: no
Toilet: yes

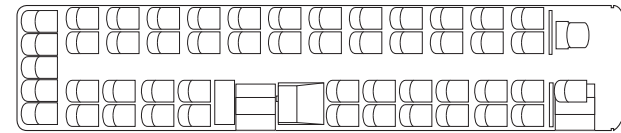
Tourismo RH
(C 632.420-13)

Standard



Number of seats: 51
Galley: no
Toilet: no

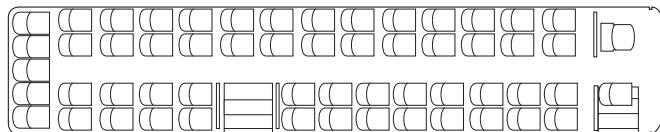
Special equipment (example)



Number of seats: 49
Galley: yes
Toilet: yes

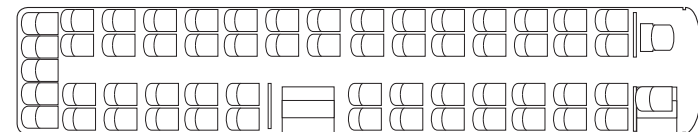
Tourismo RH M
(C 632.440-13)

Standard



Number of seats: 55
Galley: no
Toilet: no

Special equipment (example)



Number of seats: 57
Galley: no
Toilet: no

Standard and special equipment (selected)

Engine and running gear	Tourismo K	Tourismo RH/RH M
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)	-	○
Transmission Mercedes-Benz GO 190, 6-speed, manual, power-assisted	●	-
Transmission Mercedes-Benz GO 210, 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)	●	●
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 K	Tourismo RH/RH M
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	●	●
AEBS (Advanced Emergency Braking System)	○	○
Lane Assist (SPA)	○	○
Eco Driver Feedback (EDF)	○	○
Exterior mirrors heated	●	●
Exterior 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	○	○
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	○	○
Rear-view camera	○	○
Rain-light sensor	○	○

Interior	Tourismo K	Tourismo RH/RH M
Seating TravelStarEco (TSE 2), rigid backrest, integrated aisle-side grab handles, bag hook, 2-point seat belt	●	○
Seating InterStarEco (ISE), attached handle, aisle-side corner handle, 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	●	●

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

Tour guide's seat	Tourismo K	Tourismo RH/RH M
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	○	○

Information systems	Tourismo K	Tourismo RH/RH M
Audio system, Classic Line, incl. CD player	●	●
Audio and video system, Professional Line 3, incl. DVD and CD player	○	○
Multi-function antenna for radio and mobile phone	●	●
Loudspeakers in the passenger compartment	●	●
15" LCD video monitor at front, fixed installation	○	○
15" LCD video monitor in the middle, fixed installation	-	○

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

Climate control

	Tourismo K	Tourismo RH/RH M
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	○	○
Roof-duct ventilation system with integrated heating	-	●
Convection heaters mounted on side panels	●	●
Roof hatches electrically operated	○	○

Others

	Tourismo K	Tourismo RH/RH M
Xenon headlamps with headlight cleaning system	○	○
Luggage compartment doors with swing-out kinematics	●	●
Trailer coupling (various designs)	○	○
Ski box type G/I, mounting brackets at rear with socket	○	○/-



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.

	Tourismo K	Tourismo RH/RH M
Air-conditioning system		
Filling capacity [kg]	9.5	9.5 - 11.5 ¹
CO ₂ equivalent [t]	13.585	13.585 - 16.445 ¹
Fridge		
Filling capacity [kg]	0.10	0.07 - 0.125 ²
CO ₂ equivalent [t]	0.143	0.100 - 0.179 ²

¹ depending on the installed air-conditioning model: Evo Cool Basic, Evo Cool Comfort or Evo Cool Comfort Plus

² depending on the installed refrigerator model and placement

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.

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.

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.

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.

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 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.

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.

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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