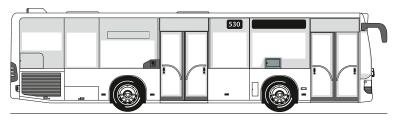


$\label{eq:technical information} \ The\ Citaro\ K$



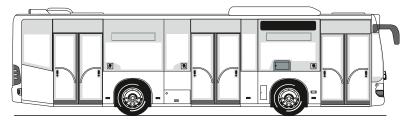
Model variant

Citaro K (C 628.483)





Citaro K (C 628.490)

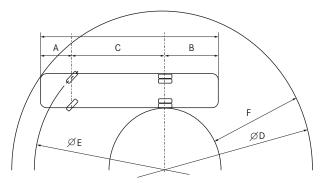




Dimensions/weights

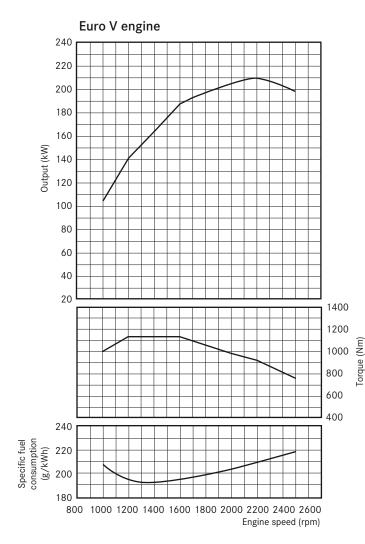
	Citaro K, 2 Doors	Citaro K, 3 Doors	
Vehicle length	10,503 mm	10,503 mm	
Vehicle width	2550 mm	2550 mm	
Vehicle height (incl. air conditioning system)	3076 mm	3076 mm	
Wheelbase	4398 mm	4398 mm	
Overhang, front/rear	2705/3400 mm	2705/3400 mm	
Angle of approach/departure	7°/7°	7°/7°	
Tyre size	275/70 R 22.5	275/70 R 22.5	
Passenger capacity (standard version without special equipment)	87	87	
Boarding height, Door 1/Door 2/Door 3	320/340/- mm	320/340/340 mm	
Door opening width	1250 mm	1250 mm	
Headroom in centre aisle, front/rear	2313/2082 mm	2313/2082 mm	
Floor height above road	370 mm	370 mm	
Seat platform height	280 mm	280 mm	
Waist rail height (above seat platforms)	950 mm	950 mm	
Fuel tank capacity	280	280 I	
AdBlue additive tank capacity	38	38	
Gross vehicle weight, legally permissible*/technically permissible	18,000 kg/19,000 kg	18,000 kg/19,000 kg	
Axle loads, technically permissible			
- Front axle	7245 kg	7245 kg	
- Rear axle	12,000 kg	12,000 kg	

Turning circle



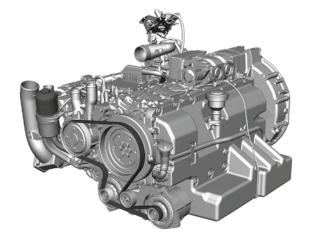
	Citaro K, 2 Doors	Citaro K, 3 Doors	
A: Front overhang	2705 mm	2705 mm	
B: Rear overhang	3400 mm	3400 mm	
C: Wheelbase	4398 mm	4398 mm	
D: Minimum turning circle	17,244 mm	17,244 mm	
E: Minimum track circle	13,132 mm	13,132 mm	
F: Ring width for minimum turning circle	6095 mm	6095 mm	
D: Turning circle as per BOKraft (Ordinance on the Operation of Passenger Transport Companies)	25,000 mm	25,000 mm	
F: Ring width as per BOKraft (Ordinance on the Operation of Passenger Transport Companies)	4634 mm	4634 mm	
F: Maximum permissible ring width as per BOKraft (Ordinance on the Operation of Passenger Transport Companies)	7200 mm	7200 mm	
Maximum front-axle wheel angle, inner/outer wheel	53°/46°	53°/46°	

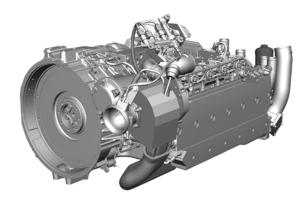
Powertrain/technology



Max. output: 210 kW at 2200 rpm (80/1269/EEC), Max torque:1120 Nm at 1200 rpm, Torque rise = 23%

Steady-state full-load curves





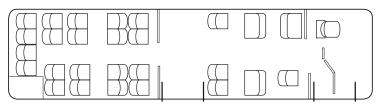
	Citaro K, 2 Doors	Citaro K, 3 Doors	
Engine (Euro V/EEV*)	OM 906 hLA	OM 926 LA	
Displacement	6370 cc	6370 cc	
Output (standard)	210 kW	210 kW	
Cylinders/arrangement	6/in-line	6/in-line	
Max. torque	1120 Nm at 1200 rpm	1120 Nm at 1200 rpm	
Transmission	VOITH DIWA 5.0, 4-	speed automatic transmission	
Axles			
Front axle	ZF, independent suspension	ZF, independent suspension	
Drive axle	ZF AV 132	ZF AV 132	
Steering	ZF power steering	ZF power steering	
Brakes	Electronic Braking	System with disc brakes (EBS)	

Anti-lock braking system (ABS)

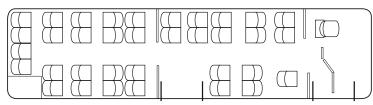
* Our buses achieve the EEV emission standard (optional), depending on model and power unit, with or without a diesel particulate filter.

Citaro K seating configurations

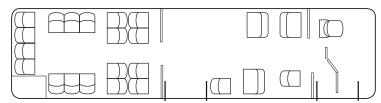
Standard



Special equipment (example)



Special equipment (example)



No. of seats	27
No. of seats	35
No. of seats	23

Standard/special equipment (selection)

Engine and chassis	Citaro K, 2 Doors/3 Doors
Engine: Mercedes-Benz OM 906 hLA 210 kW (Euro V)	•
VOITH VOITH DIWA 5.0, 4-speed automatic transmission	•
EEV emissions standard	0
Electronic Braking System (EBS)	•
Anti-lock braking system (ABS)	•
Acceleration skid control (ASR)	0
Automatic frequent-stop brake with drive-off lock	•
Air suspension by means of electronic level control (ENR)	•
Vehicle height increase of 70 mm using button on instrument panel/console	0
Stainless-steel wheel trims	0
Plastic wheel trims	0
Air-conditioning system	
Turbo roof fan	•
Roof-duct ventilation system with integrated heating	0
Roof-mounted air conditioning system, uprated version or hot-climate version	0
Electrically opening roof hatch with automatic closing function (windscreen wipers activated, engine off)	•
Heating system with sidewall radiators	•
Heating system with convectors	0

Driver's seat ISR1 6860/875, integrated pnounstic system, three point beltImage: ComparisonHeated diver's seatImage: ComparisonDriver's as all conditioningImage: ComparisonDriver's as all conditioningImage: ComparisonDriver's as all conditioning componentsImage: ComparisonComparison for driver's bag on driver's sub door, openImage: ComparisonComparison for driver's bag on driver's sub door, openImage: ComparisonComparison for driver's bag on driver's sub door, openImage: ComparisonComparison distribution optionImage: ComparisonConstance for driver's bag on driver's sub door, openImage: ComparisonComparison distribution optionImage: ComparisonConstance for driver's bag on driver's sub door, openImage: ComparisonChalles controlImage: ComparisonControlImage: ComparisonControlImage: ComparisonControlImage: ComparisonControl	Driver's area	Citaro K, 2 Doors/3 Doors
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Index devices in timos splored to such bases - Head exterior mirrors, electrically adjustable, approved for school buses - Diver's microphone - Audible reversing warning - Roller sublind on 2/3 of windscreen, electrically operated - Interior video monitoring - Fire detection system for monitoring engine compartment (Standard as of 2011) - Extinguisher system - Interior - Video CSET seats - Meelchair space - Stop request button - Stop request button - Stowage facilities on both front wheel arches - Energency hammers secured by rope, automatic retractor - Energency hammers with electric anti-theft alarm - Stowall Ining, needlefet -	Cruise control	0
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Extinguisher system O Interior Interior City Star Eco (CSE) seats O Wheelchair space O Wheelchair parking wall with integral folding seat O Stop request button O Stowage facilities on both front wheel arches O Emergency hammers secured by rope, automatic retractor O Emergency hammers with electric anti-theft alarm O Stowall lining, needlefelt O	Interior video monitoring	0
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City Star Eco (CSE) seats•Wheelchair space•Wheelchair parking wall with integral folding seat•Wheelchair parking wall with integral folding seat•Stop request button•Stowage facilities on both front wheel arches•Emergency hammers secured by rope, automatic retractor•Emergency hammers with electric anti-theft alarm•Sidewall lining, needlefelt•	Extinguisher system	0
City Star Eco (CSE) seats•Wheelchair space•Wheelchair parking wall with integral folding seat•Wheelchair parking wall with integral folding seat•Stop request button•Stowage facilities on both front wheel arches•Emergency hammers secured by rope, automatic retractor•Emergency hammers with electric anti-theft alarm•Sidewall lining, needlefelt•		
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Emergency hammers secured by rope, automatic retractor●Emergency hammers with electric anti-theft alarm○Sidewall lining, needlefelt○	Stop request button	•
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Sidewall lining, needlefelt O	Emergency hammers secured by rope, automatic retractor	•
	Emergency hammers with electric anti-theft alarm	0
Coat hooks on window pillars O	Sidewall lining, needlefelt	0
	Coat hooks on window pillars	0

Standard equipment/no-cost

O Special equipment

Other	Citaro K, 2 Doors/3 Doors
Halogen fog lamps integrated in the bumper	0
Heat-insulating side windows, grey-tinted	0
Double-glazed side windows	0
Hinged windows in side windows	•
Sliding windows in side windows	0
Folding ramp at door 1 or 2, manually operated	0
Folding ramp at door 2, manually or electrically operated	0
Ski-box bracket	0
Information systems	
Radio system with CD player	0
Multifunction aerial for radio, mobile phone and navigation	0
Interior bus-stop display, on transverse duct	0
LCD or LED destination display	0
Wheelchair pushbutton, interior/exterior	0
GPS digital clock on front flap/on transverse roof duct	0

Glossary

Anti-lock braking system (ABS)

The braking forces acting on each wheel are distributed by ABS in such a way that none of the wheels locks for a significant length of time, even during emergency braking. Steering control of the bus is thus largely maintained.

Acceleration skid control (ASR)

ASR prevents the wheels from spinning when moving off on a slippery surface. It only delivers as much power as the driven wheels can transmit to the road surface. Spinning of individual wheels, on ice at the edge of the road, for example, is prevented by precisely metered brake applications.

Electronic level control system

Passengers and baggage are not always distributed evenly throughout the vehicle. This can cause variations in the ride height at different wheels. The electronic level control system automatically controls the ride height at each wheel so that the boarding height is always the same.

Electronic Braking System (EBS)

Developed from the conventional compressed-air brake, the Electronic Braking System offers many benefits. During braking, the control unit first calls on the permanent brake (retarder). If greater deceleration is required, the control unit uses information from the data network to calculate the optimum brake pressure for each axle. The Electronic Braking System enables considerably shorter stopping distances as well as significantly reduced wear of brake discs and pads.

Cathodic dip priming (CDP)

Cathodic dip priming (CDP) is an electrochemical process in which the bodyshell is coated by immersion. It is wellsuited to priming complex structures and large volumes. The water-based primer provides the bus with outstanding corrosion protection because the layer of paint is applied to every point of the body, covering them all to the same thickness. Cathodic dip priming is demonstrably the best method of corrosion protection currently available in the vehicle manufacturing sector.

For further information, please contact your Mercedes-Benz bus/coach representative. Or visit us at www.mercedes-benz.de/omnibus

The illustrations may show special equipment and accessories which are not part of standard specification. The technical data in this document apply to Germany (Status: July 2010). The manufacturer reserves the right to make changes to the product.

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