



Technical information **The Citaro K**

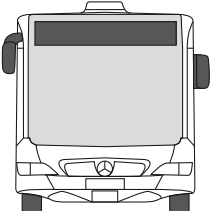
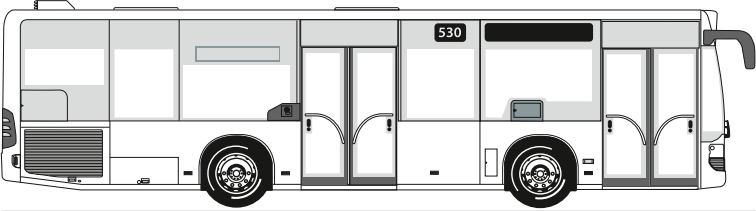


Mercedes-Benz

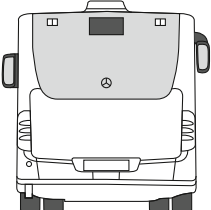


# Model variant

Citaro K (C 628.483)



Citaro K (C 628.490)

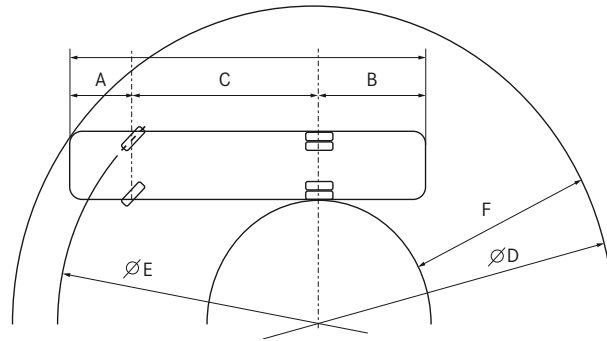


# Dimensions/weights

	<b>Citaro K, 2 Doors</b>	<b>Citaro K, 3 Doors</b>
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 l	280 l
AdBlue additive tank capacity	38 l	38 l
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

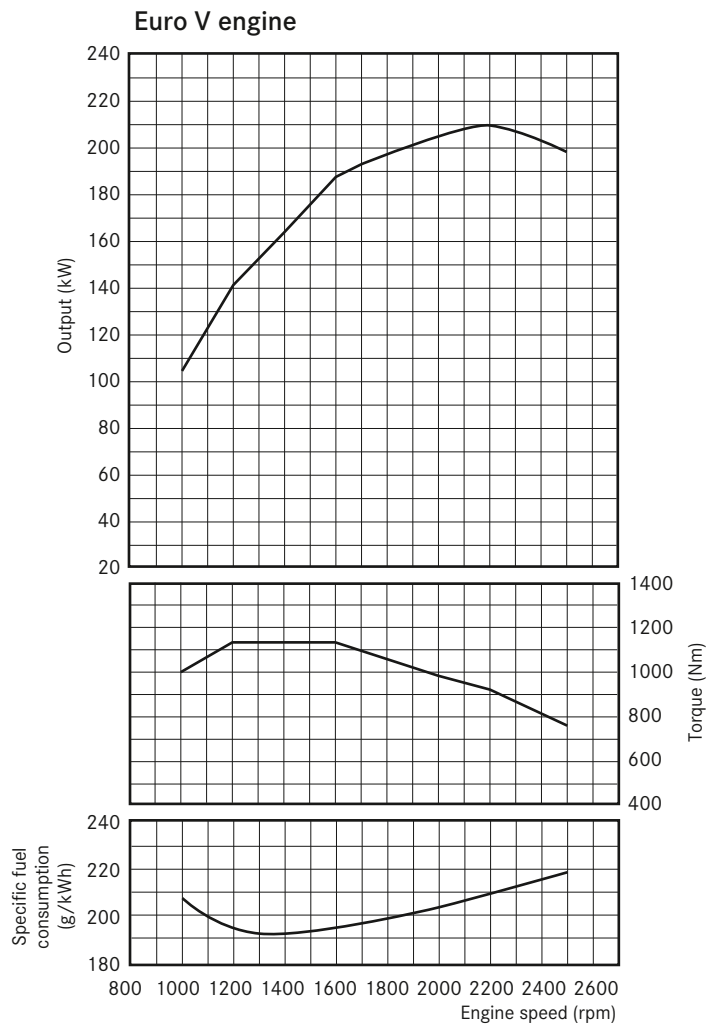
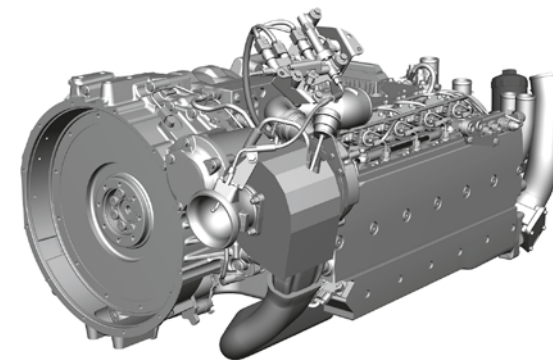
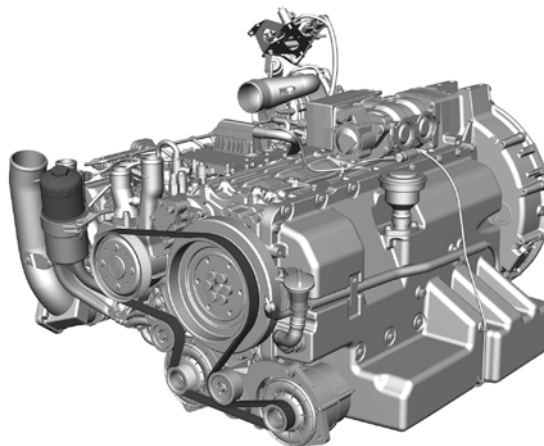
\* Depends on country of registration, example shown: Germany

# Turning circle



	<b>Citaro K, 2 Doors</b>	<b>Citaro K, 3 Doors</b>
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%

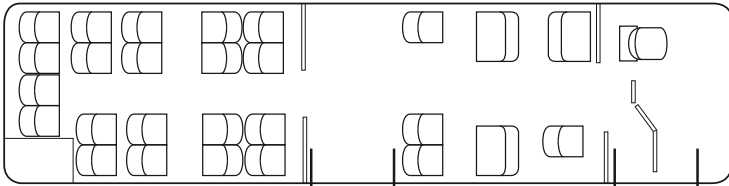
Steady-state full-load curves

	<b>Citaro K, 2 Doors</b>	<b>Citaro K, 3 Doors</b>
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.

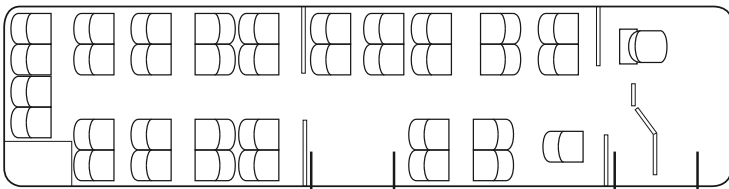
# Citaro K seating configurations

## Standard



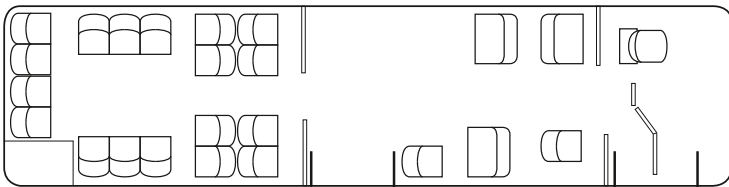
No. of seats 27

## Special equipment (example)



No. of seats 35

## Special equipment (example)



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	○
Electronic Braking System (EBS)	●
Anti-lock braking system (ABS)	●
Acceleration skid control (ASR)	○
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	○
Stainless-steel wheel trims	○
Plastic wheel trims	○
<b>Air-conditioning system</b>	
Turbo roof fan	●
Roof-duct ventilation system with integrated heating	○
Roof-mounted air conditioning system, uprated version or hot-climate version	○
Electrically opening roof hatch with automatic closing function (windscreen wipers activated, engine off)	●
Heating system with sidewall radiators	●
Heating system with convectors	○

● Standard equipment/no-cost

○ Special equipment



**Driver's area****Citaro K, 2 Doors/3 Doors**

Driver's seat GRAMMER Linea MSG 90.6, air-sprung	●
Driver's seat ISRI 6860/875, integrated pneumatic system, three-point belt	○
Heated driver's seat	●
Driver's area air conditioning	○
Driver's cab door	●
Compartment for driver's bag on driver's cab door, open	●
Compartment for driver's bag on driver's cab door, locking, folding	○
Ticket machine printer installation option	●
Steering column adjustable for height and angle, steering wheel lock	●
Cruise control	○
Heated exterior mirrors approved for school buses	●
Heated exterior mirrors, electrically adjustable, approved for school buses	○
Driver's microphone	○
Audible reversing warning	○
Roller sunblind on 2/3 of windscreen, electrically operated	○
Interior video monitoring	○
Fire detection system for monitoring engine compartment (Standard as of 2011)	○
Extinguisher system	○

**Interior**

City Star Eco (CSE) seats	●
Wheelchair space	○
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	○
Coat hooks on window pillars	○

● Standard equipment/no-cost

○ Special equipment

**Other** **Citaro K, 2 Doors/3 Doors**

Halogen fog lamps integrated in the bumper	<input type="radio"/>
Heat-insulating side windows, grey-tinted	<input type="radio"/>
Double-glazed side windows	<input type="radio"/>
Hinged windows in side windows	<input checked="" type="radio"/>
Sliding windows in side windows	<input type="radio"/>
Folding ramp at door 1 or 2, manually operated	<input type="radio"/>
Folding ramp at door 2, manually or electrically operated	<input type="radio"/>
Ski-box bracket	<input type="radio"/>

**Information systems**

Radio system with CD player	<input type="radio"/>
Multifunction aerial for radio, mobile phone and navigation	<input type="radio"/>
Interior bus-stop display, on transverse duct	<input type="radio"/>
LCD or LED destination display	<input type="radio"/>
Wheelchair pushbutton, interior/exterior	<input type="radio"/>
GPS digital clock on front flap/on transverse roof duct	<input type="radio"/>

● Standard equipment/no-cost

○ Special equipment

Technical changes may have been made to the product since this data sheet went to press. This data sheet presents only a selection of the possible equipment. Some items of equipment are not available in all countries. The manufacturer reserves the right to make technical changes to the product. For current and more specific information, please contact your Mercedes-Benz sales advisor.

# 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 well-suited 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](http://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.