



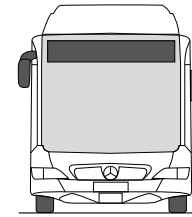
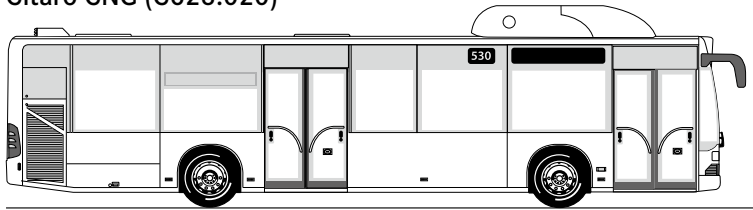
Technical information **The Citaro CNG**



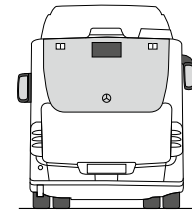
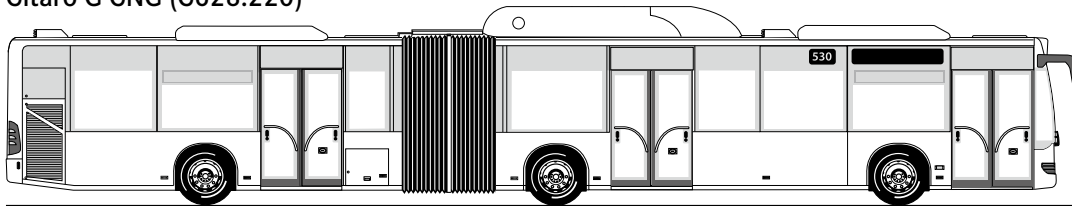
Mercedes-Benz

# Model variants

Citaro CNG (C628.020)



Citaro G CNG (C628.220)

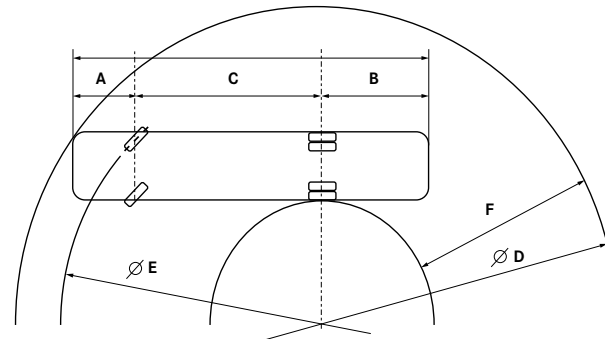


# Dimensions/weights

	<b>Citaro CNG</b>	<b>Citaro G CNG</b>
Vehicle length	11,950 mm	17,940 mm
Vehicle width	2550 mm	2550 mm
Vehicle height (incl. gas system)	3389 mm	3389 mm
Wheelbase, front axle - drive axle	5845 mm	-
Wheelbase, front axle - centre axle	-	5845 mm
Wheelbase, centre axle - drive axle	-	5990 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
Overall passenger-carrying capacity	93	149
Seated	31	49
Standing	62	100
Boarding height, door 1/door 2/door 3	320/340/- mm	320/340/340mm
Door opening width, door 1/door 2/door 3	1250/1250/- mm	1250/1250/1250 mm
Headroom, front/rear	2313/2044 mm	2313/2044 mm
Floor height above road	370 mm	370 mm
Waist rail height (above floor)	950 mm	950 mm
CNG tank capacity	950 l	1140 l
Gross vehicle weight, legally permissible*	18,000 kg	28,000 kg
Axle loads, technically permissible		
- Front axle	7245 kg	7245 kg
- Centre axle	-	10,000 kg
- Drive axle	12,000 kg	12,000 kg

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

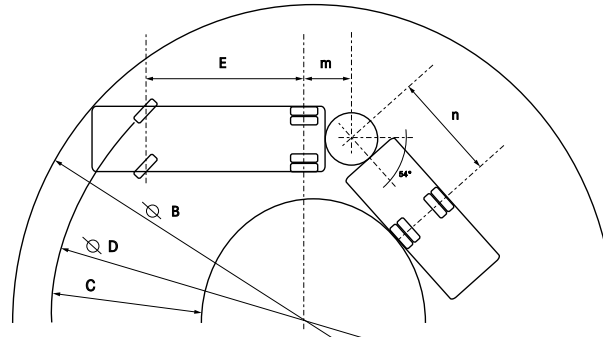
# Turning circle



## Citaro CNG

A: Front overhang	2705 mm
B: Rear overhang	3400 mm
C: Wheelbase	5845 mm
D: Minimum turning circle	21,030 mm
E: Minimum track circle	16,908 mm
F: Ring width, minimum turning circle	6758 mm
D: Turning circle as per BOKraft (Ordinance on the Operation of Passenger Transport Companies)	25,000 mm
F: Ring width as per BOKraft (Ordinance on the Operation of Passenger Transport Companies)	5776 mm
F: Maximum permissible ring width as per BOKraft (Ordinance on the Operation of Passenger Transport Companies)	7200 mm
Maximum front axle wheel angle, inner/outer wheel	53°/46°

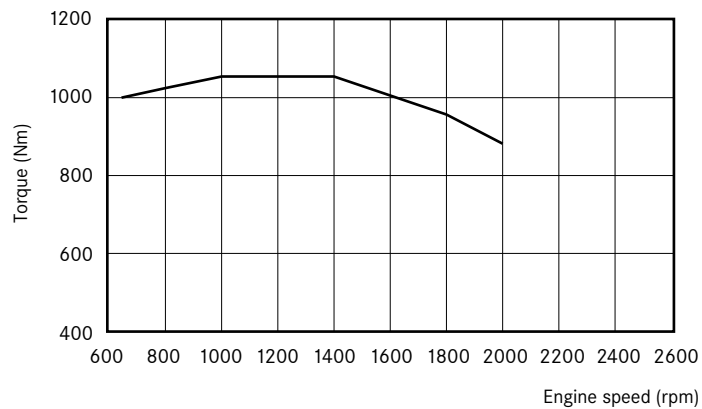
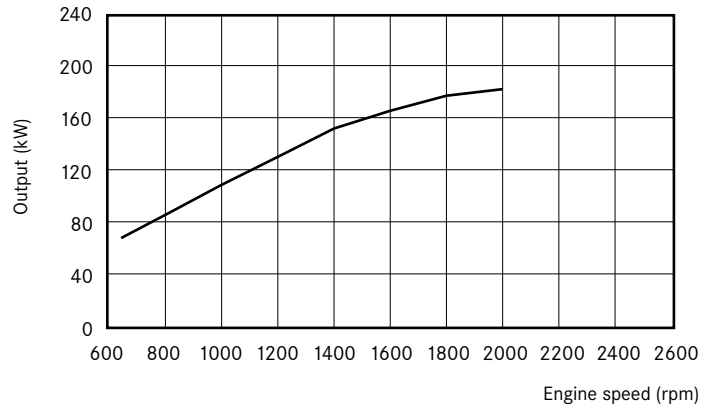
# Turning circle



## Citaro G CNG

Front overhang	2705 mm
Rear overhang	3400 mm
E: Wheelbase, front axle - centre axle	5845 mm
m+n: Wheelbase, centre axle - drive axle	5990 mm
B: Minimum turning circle	22,850 mm
C: Ring width, minimum turning circle	7419 mm
D: Minimum track circle	19,086 mm
B: Turning circle as per BOKraft (Ordinance on the Operation of Passenger Transport Companies)	25,000 mm
C: Ring width as per BOKraft (Ordinance on the Operation of Passenger Transport Companies)	6706 mm
C: Maximum permissible ring width as per BOKraft (Ordinance on the Operation of Passenger Transport Companies)	7200 mm
Maximum front-axle wheel angle, inner/outer wheel	53°/46°

# Powertrain/technology

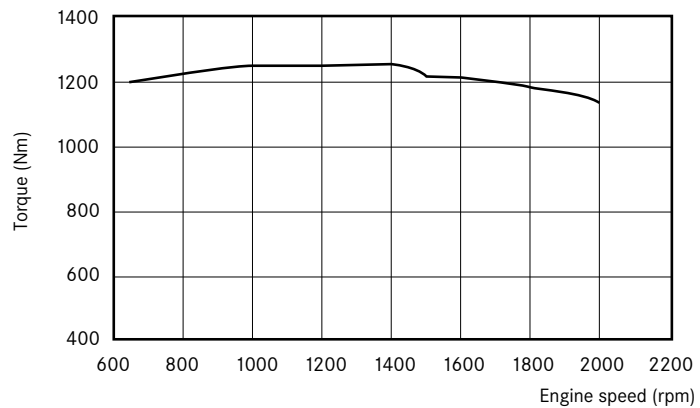
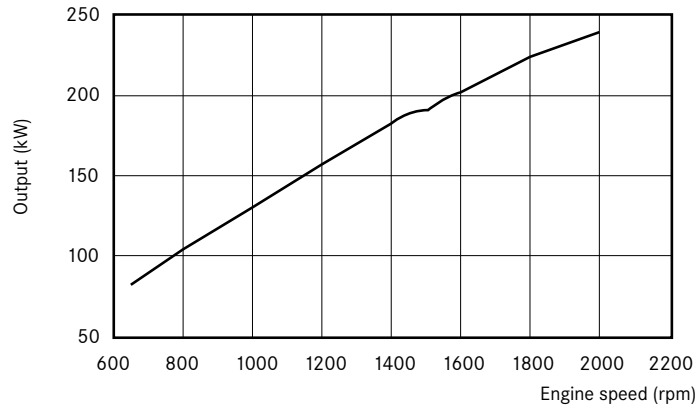


Max. output: 220 kW at 2000 rpm (80/1269/EEC)  
 Max. torque: 1250 Nm at 1100 rpm, Torque rise = 19%

Steady-state full-load curves

<b>Citaro CNG</b>	
Engine (EEV)	M 447 hLAG
Displacement	11,967 cc
Output (standard)	185 kW
Cylinders/arrangement	6/in-line
Max. torque	1050 Nm at 1200 rpm
Transmission	VOITH Diwa.5, 4-speed automatic transmission
<b>Axles</b>	
Front axle	ZF, independent suspension
Drive axle	ZF AV 132
Steering	ZF power steering
<b>Brakes</b>	
	Electronic braking system with disc brakes (EBS)
	Anti-lock braking system (ABS)

# Powertrain/technology



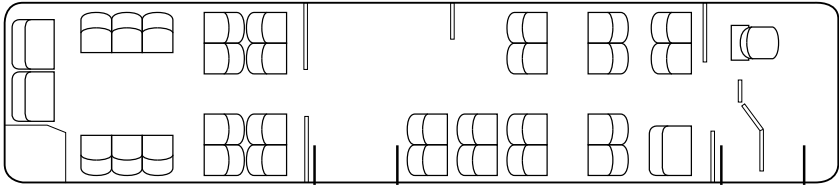
Max. output: 220 kW at 2000 rpm (80/1269/EEC)  
 Max. torque: 1250 Nm at 1100 rpm, Torque rise = 19%

Steady-state full-load curves

<b>Citaro G CNG</b>	
Engine (EEV)	M 447 hLAG
Displacement	11,967 cc
Output (standard)	240 kW
Cylinders/arrangement	6/in-line
Max. torque	1250 Nm at 1200 rpm
Transmission	VOITH Diwa.5, 4-speed automatic transmission
<b>Axles</b>	
Front axle	ZF, independent suspension
Centre axle	ZF AVN 132
Drive axle	ZF AV 132
Steering	ZF power steering
<b>Brakes</b>	
	Electronic braking system with disc brakes (EBS)
	Anti-lock braking system (ABS)

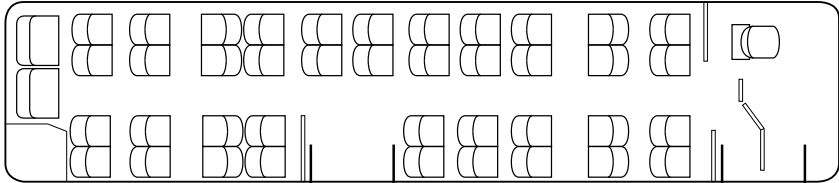
# Citaro CNG (C628.020) seating configurations

## Standard



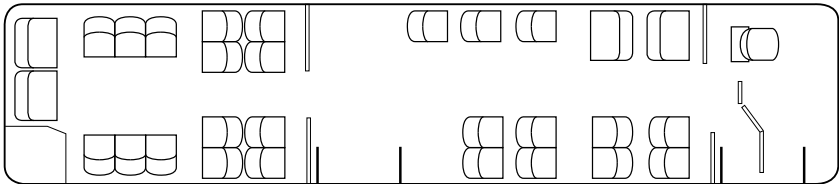
Number of seats 31

## Special equipment (example)



Number of seats 44

## Special equipment (example)

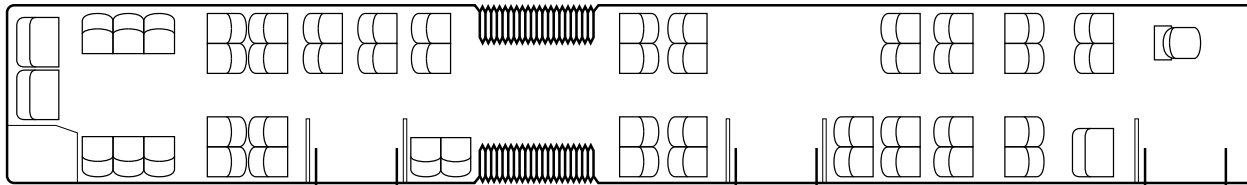


Number of seats 29



# Citaro G CNG (C628.220) seating configurations

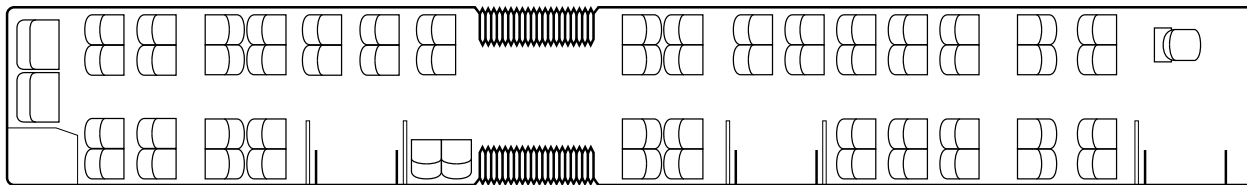
## Standard



Number of seats

49

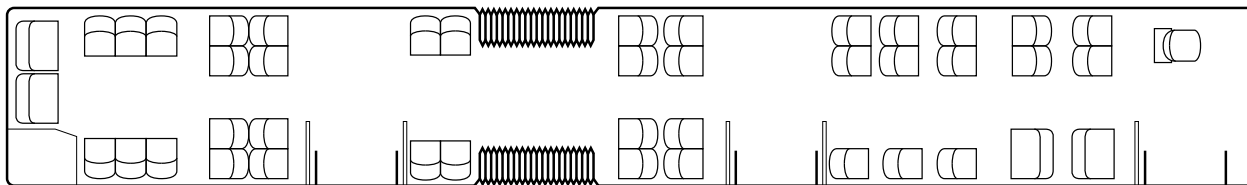
## Special equipment (example)



Number of seats

59

## Special equipment (example)



Number of seats

43

# Standard/special equipment (selection)

Engine and chassis	Citaro CNG	Citaro G CNG
Engine: Mercedes-Benz M 457 hLAG 185 kW	●	-
Engine: Mercedes-Benz M 457 hLAG 240 kW	○	●
EEV emissions standard	●	●
VOITH Diwa.5, 4-speed automatic transmission	●	●
ZF Ecomat, 6-speed automatic transmission	○	○
ZF Ecolife, 6-speed automatic transmission	○	○
Electronic braking system (EBS)	●	●
Anti-lock braking system (ABS)	●	●
Acceleration skid control (ASR)	○	○
Frequent-stop brake with drive-off lock	●	●
Air suspension by means of electronic level control (ENR)	●	●
Air suspension by means of electronic level control (ENR), including kneeling function	○	○
Vehicle height increase of 70 mm using button on instrument panel/console	○	○
Painted wheels/painted wheel trims	○	○
Plastic wheel trims	○	○
Stainless-steel wheel trims	○	○

● Standard equipment/no-cost option

○ Special equipment

<b>Air conditioning system</b>	<b>Citaro CNG</b>	<b>Citaro G CNG</b>
Turbo roof ventilator	●	●
Roof-duct ventilation system with integrated heating	○	○
Roof-mounted air conditioning system	○	○
Electrically opening roof hatch with automatic closing function	●	●
Heating system with sidewall radiators	●	●
Heating system with convectors	○	○
<b>Driver's area</b>		
Driver's seat GRAMMER MSG 90.6 P, air-sprung	●	●
ISRI 6860/875 driver's seat, integrated pneumatic system, three-point seat 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, lockable, hinged	○	○
Ticket printer installation option	●	●
Steering column adjustable for height and angle, with steering wheel lock	●	●
Cruise control	○	○
Heated exterior mirrors approved for school buses	●	●
Heated exterior mirrors, electrically adjustable, approved for school buses	○	○
Driver microphone	○	○
Audible reversing warning/reversing camera	○	○
Roller sunblind covering 2/3 of the windscreen, electrically operated	○	○
Interior video monitoring	○	○
Fire detection system for monitoring the engine compartment (Standard as of 2011)	○	○
Extinguisher system	○	○

● Standard equipment/no-cost option

○ Special equipment

<b>Interior</b>	<b>Citaro CNG</b>	<b>Citaro G CNG</b>
City Star Eco (CSE) seats	●	●
Wheelchair space	○	○
Wheelchair parking wall with integral folding seat	○	○
Stop request button	●	●
Stowage facility on front left wheel arch	○	○
Emergency hammers secured by rope, automatic retractor	●	●
Emergency hammers with electric anti-theft alarm	○	○
Sidewall lining, needlefelt	○	○
Coat hooks on window pillars	○	○
<b>Miscellaneous</b>		
Halogen fog lamps integrated in the bumper	○	○
Heat-insulating side windows, grey-tinted, single-glazed	○	○
Double-glazed side windows	○	○
Hinged side windows	●	●
Sliding side windows	○	○
Folding ramp at door 1 or 2, manually operated	○	○
Cassette ramp at door 2, manually or electrically operated	○	○

● Standard equipment/no-cost option

○ Special equipment

**Information and entertainment**

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

● Standard equipment/no-cost option

○ 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 (ENR)**

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**

Cathodic dip priming (CDP) is an electrochemical process in which the bodysell 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 online 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 the 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.