



# The Citaro NGT. With new hybrid technology.\*

Technical information.

**Mercedes-Benz**

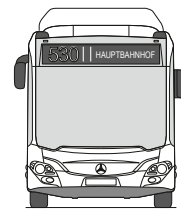
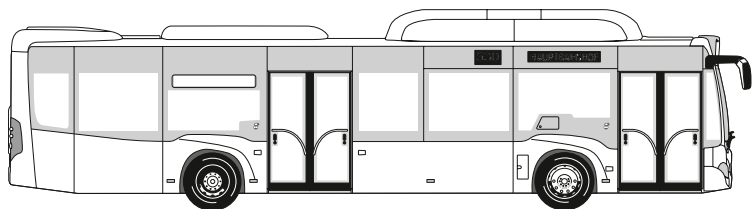
The standard for buses.



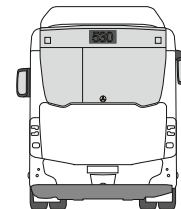
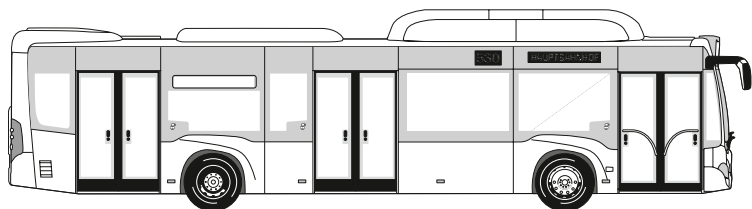
\* Optionally available as special equipment.

# Model designations

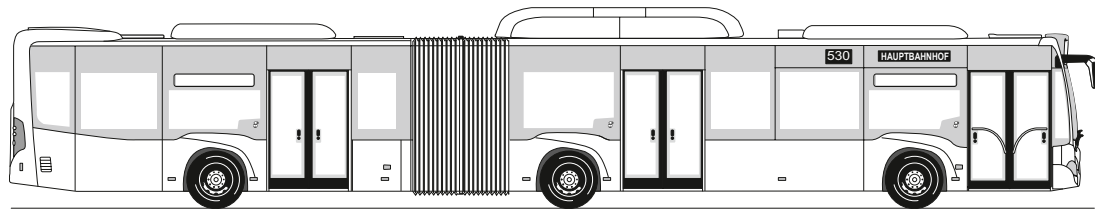
Citaro NGT (C 628.023-13)



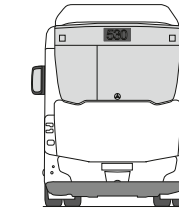
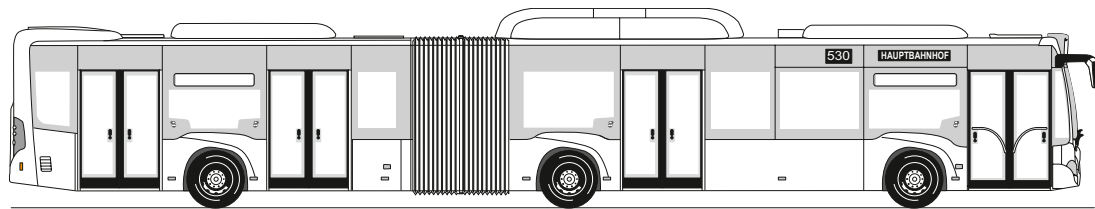
Citaro NGT (C 628.024-13)



Citaro G NGT (C 628.223-13)



Citaro G NGT (C 628.224-13)

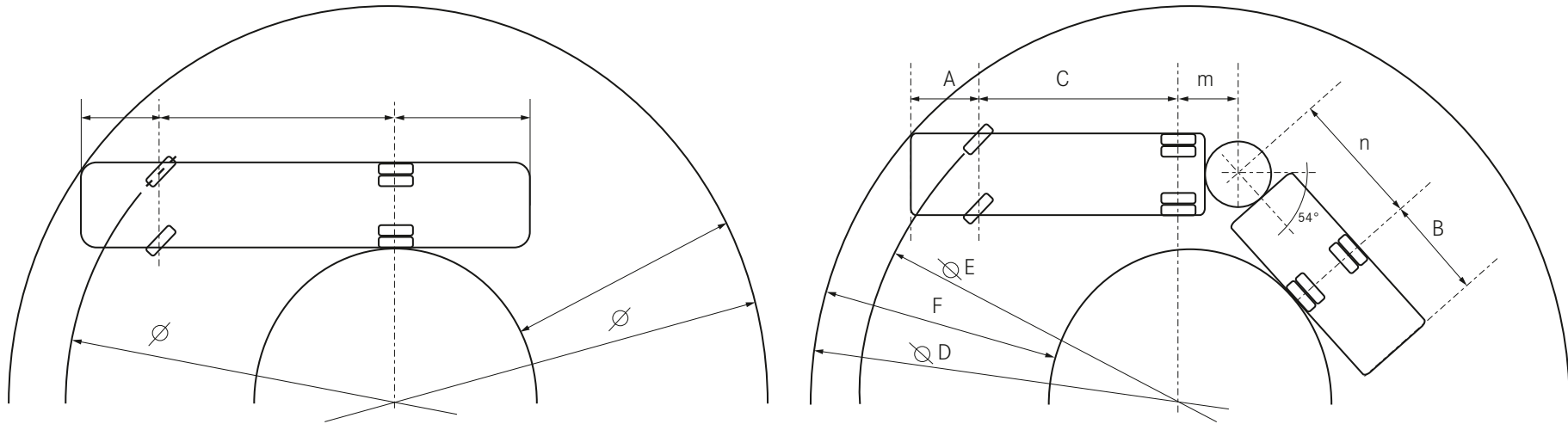


# Dimensions and weights

	<b>Citaro NGT 2 doors</b>	<b>Citaro NGT 3 doors</b>	<b>Citaro G NGT 3 doors</b>	<b>Citaro G NGT 4 doors</b>
Vehicle length	12,135 mm	12,135 mm	18,125 mm	18,125 mm
Vehicle width	2,550 mm	2,550 mm	2,550 mm	2,550 mm
Vehicle width (incl. mirrors)	2,950 mm	2,950 mm	2,950 mm	2,950 mm
Vehicle height	3,389 mm	3,389 mm	3,389 mm	3,389 mm
Wheelbase, front axle-drive axle	5,900 mm	5,900 mm	–	–
Wheelbase, front axle-centre axle	–	–	5,900 mm	5,900 mm
Wheelbase, centre axle-drive axle	–	–	5,990 mm	5,990 mm
Front/rear overhang	2,805/3,430 mm	2,805/3,430 mm	2,805/3,430 mm	2,805/3,430 mm
Angle of approach/departure	7° / 7°	7° / 7°	7° / 7°	7° / 7°
Tyre size	275/70 R 22.5	275/70 R 22.5	275/70 R 22.5	275/70 R 22.5
Total passenger carrying capacity (ECE R107)	1/104	1/106	1/166	1/164
of which seats/standees	29/75	26/80	41/125	37/127
Boarding height, door 1–4	320/320/–/– mm	320/320/320/– mm	320/320/320/– mm	320/320/320/320 mm
Clear door width	1,250 mm	1,250 mm	1,250 mm	1,250 mm
Standing height front/rear	2,313/2,082 mm	2,313/2,082 mm	2,313/2,082 mm	2,313/2,082 mm
Height of floor above road surface	370 mm	370 mm	370 mm	370 mm
Platform height	310 mm	310 mm	310 mm	310 mm
Waistline height (above floor)	952 mm	952 mm	952 mm	952 mm
Fuel tank capacity (standard)	908 l	908 l	1,135 l	1,135 l
Gross vehicle weight	19,000 kg	19,000 kg	29,000 kg	29,000 kg
Axle loads, max. permissible*				
- Front axle	7,500 kg	7,500 kg	7,500 kg	7,500 kg
- Centre axle	–	–	10,000 kg	10,000 kg
- Drive axle	13,000 kg	13,000 kg	13,000 kg	13,000 kg

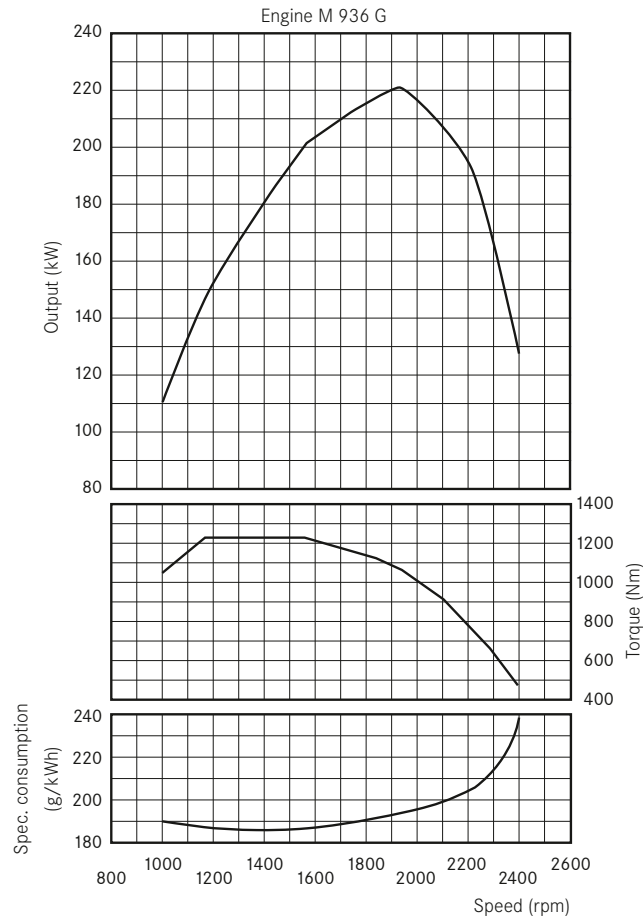
\* depending on country of registration, example based on Germany

# Turning circle



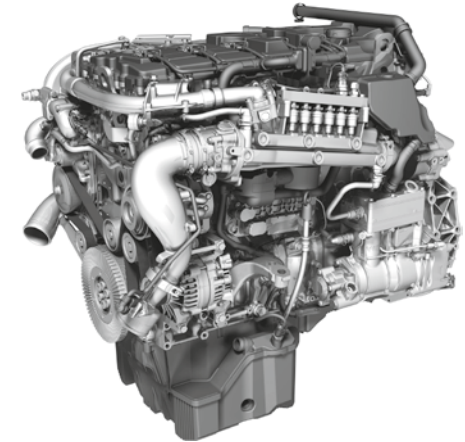
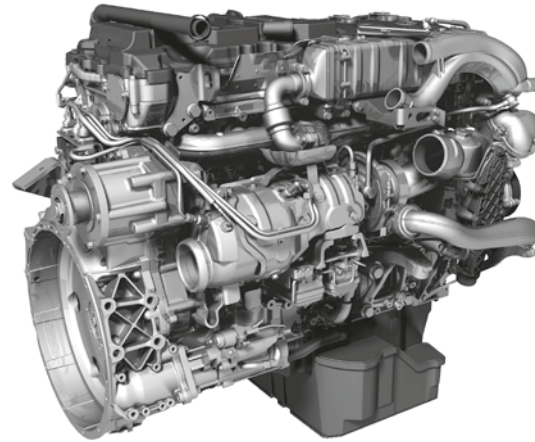
	Citro NGT, 2/3 doors	Citro G NGT, 3/4 doors
A: Front overhang	2,805 mm	2,805 mm
B: Rear overhang	3,430 mm	3,430 mm
C: Wheelbase, front axle – drive axle	5,900 mm	–
C: Wheelbase, front axle – centre axle	–	5,900 mm
m+n: Wheelbase, centre axle – drive axle	–	5,990 mm
D: Minimum turning circle	21,214 mm	22,970 mm
E: Minimum track circle	17,058 mm	19,160 mm
F: Swept annular width – minimum turning circle	6,803 mm	7,478 mm
D: BOKraft turning circle	25,000 mm	25,000 mm
F: BOKraft swept annular width	5,851 mm	6,791 mm
F: Maximum permissible swept annular width according to BOKraft	7,200 mm	7,200 mm
Maximum front axle turning angle, inside/outside wheel	53°/46°	53°/46°

# Drive train/Technology



$P_{\max}$  222 kW at 2,000 rpm (80/1269/EEC)

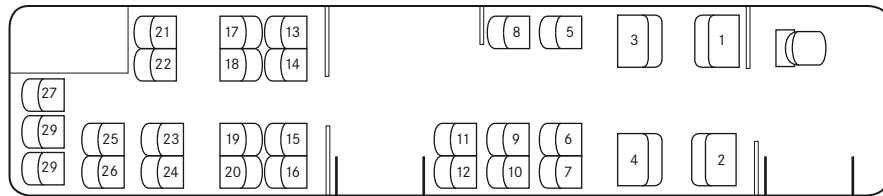
$T_{\max}$  1,200 Nm at 1,200-1,600 rpm



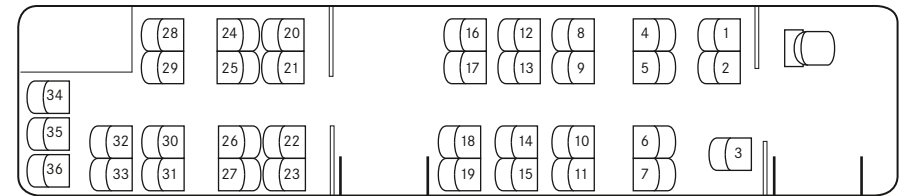
Motor (Euro VI)	M 936 G
Displacement	7,700 cm <sup>3</sup>
Output (standard)	222 kW
Cylinders/arrangement	6/in-line
Max. torque	1,200 Nm at 1,200-1,600 rpm
Transmission	Voith Diwa.6, 4-speed, automatic transmission
Steering	ZF power steering
Axles	
- Front axle	ZF, independent wheel suspension
- Centre axle	ZF AVN 133
- Drive axle	ZF AV 133
Brakes	Electropneumatic-Braking-System (EBS) with disk brakes
	Anti-lock Braking System (ABS)

# Seating variants Citaro NGT (C 628.023, C 628.024)

## Citaro, 2 doors (C 628.023-13)

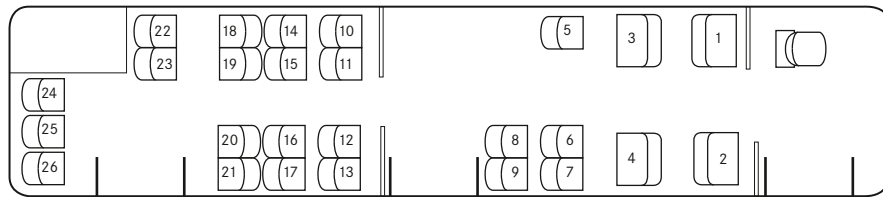


Standard: Number of seats: 1/29

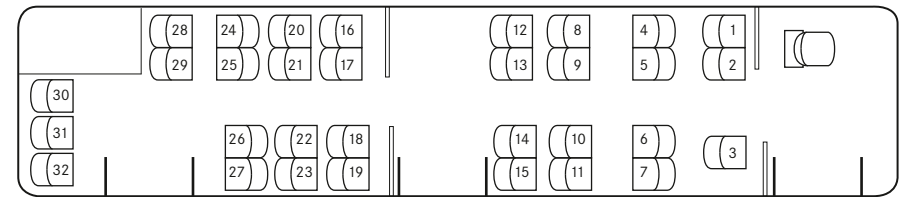


Special equipment (example): Number of seats: 1/36

## Citaro, 3 doors (C 628.024-13)



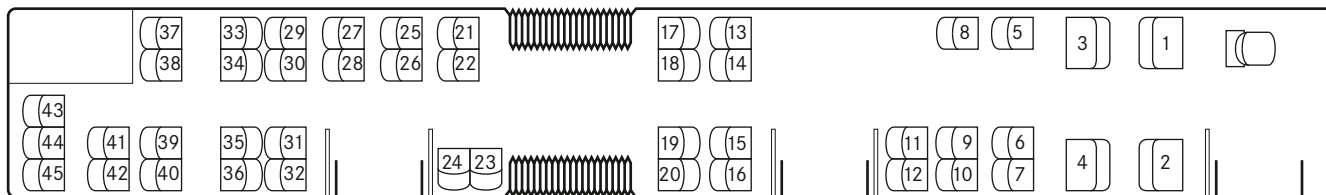
Standard: Number of seats: 1/26



Special equipment (example): Number of seats: 1/32

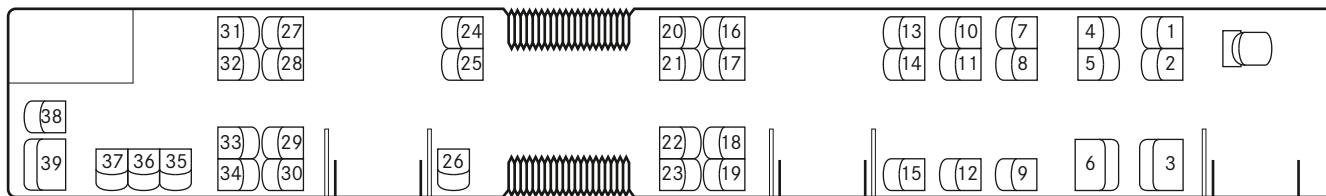
# Seating variants Citaro G NGT, 3 doors (C 628.223-13)

## Standard



Number of seats: 1/45

## Special equipment (example)

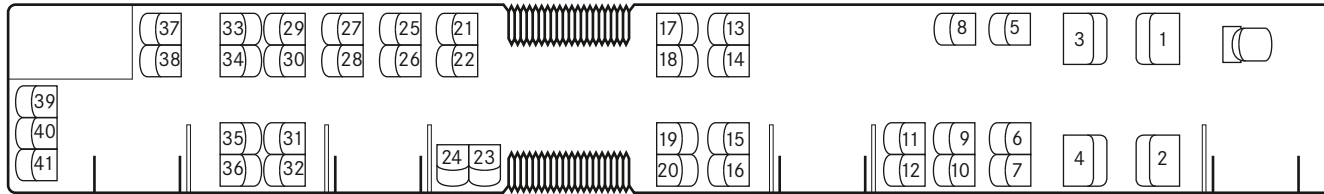


Number of seats: 1/39



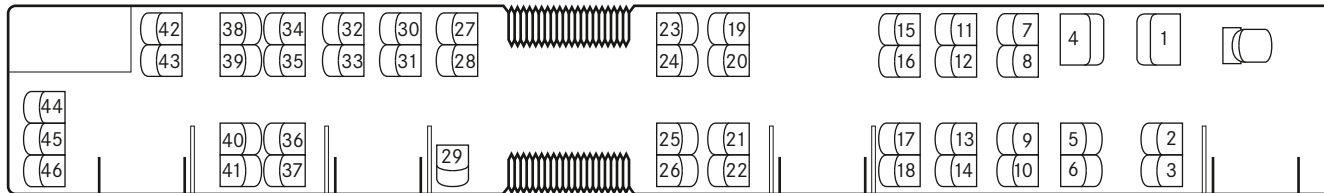
# Seating variants Citaro G NGT, 4 doors (C 628.224-13)

## Standard



Number of seats: 1/41

## Special equipment (example)



Number of seats: 1/46

# Standard and special equipment (selected)

	Citaro NGT 2 doors	Citaro NGT 3 doors	Citaro G NGT 3 doors	Citaro G NGT 4 doors
<b>Engine and running gear</b>				
Engine Mercedes-Benz M 936 G, 222 kW (Euro VI)	●	●	●	●
Transmission Voith Diwa.6, 4-speed, automatic transmission	●	●	●	●
Transmission ZF-EcoLife, 6-speed, automatic transmission	○	○	○	○
Low friction portal axle ZF AV133 ep*	○	○	○	○
Recuperation module	○	○	○	○
Hybrid system	○	○	○	○
Electrohydraulic steering (Intelligent Eco Steering)*	○	○	○	○
Electropneumatic-Braking-System (EBS)	●	●	●	●
Anti-lock Braking System (ABS)	●	●	●	●
Acceleration Slip Regulation (ASR)	○	○	○	○
Electronic Stability Program (ESP®)	○	○	-	-
Anti-jackknife ATC (Articulation Turntable Controller)	-	-	●	●
Automatic bus stop brake with pull-away lock	●	●	●	●
Air suspension via electronic level control system (ENR)	●	●	●	●
Air suspension via electronic level control system (ENR), incl. kneeling	○	○	○	○
Vehicle lift 70 mm, with button on instrument panel/console	○	○	○	○
Hub caps stainless steel	○	○	○	○
Hub caps plastic	○	○	○	○
Tyre pressure monitoring system	○	○	○	○
Rough road running gear	○	○	○	○


\*Standard in combination with hybrid system

Driver's area	Citaro NGT 2 doors	Citaro NGT 3 doors	Citaro G NGT 3 doors	Citaro G NGT 4 doors
Driver's seat GRAMMER Linea MSG 90.6 P, air-sprung	●	●	●	●
Driver's seat ISRI 6860, integrated pneumatic system, 3-point seat belt	○	○	○	○
Seat heater for driver's seat	○	○	○	○
Driver's area air conditioning	○	○	○	○
Driver's cab door	●	●	●	●
Compartment for driver's bag at cab door, open	●	●	●	●
Compartment for driver's bag at cab door, lockable, hinged	○	○	○	○
Provision for a ticket machine printer	○	○	○	○
Steering column and instrument panel with height and tilt adjustment	●	●	●	●
Cruise control	○	○	○	○
Eco Driver Feedback (EDF)	○	○	○	○
Heated exterior mirror with school bus approval	●	●	●	●
Exterior mirrors heated, electrically adjustable with school bus approval	○	○	○	○
Driver's microphone	○	○	○	○
Reversing buzzer	○	○	○	○
Reversing camera	○	○	○	○
Blind across 1/2 of windscreen, electrically operated	●	●	●	●
Blind across 2/3 of windscreen, electrically operated	○	○	○	○
Fire detection system for engine compartment monitoring	●	●	●	●
Fire extinguishing system	○	○	○	○
Rain-light sensor	○	○	○	○
Flat wiper blades with water fed through wiper blade	○	○	○	○

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

	Citaro NGT 2 doors	Citaro NGT 3 doors	Citaro G NGT 3 doors	Citaro G NGT 4 doors
<b>Climate control</b>				
Turbo roof ventilator	●	●	●	●
Roof duct ventilation system with integral heating	○	○	○	○
Roof-mounted air conditioning system	○	○	○	○
Roof-mounted air conditioning system, uprated version	○	○	○	○
Electrical roof-mounted air conditioner (modular system)	○	○	○	○
Electrical roof-mounted air conditioner (modular system) for the driver's workstation	○	○	○	○
Heating with side panel heating units	●	●	●	●
Heater with convectors	○	○	○	○

	Citaro NGT 2 doors	Citaro NGT 3 doors	Citaro G NGT 3 doors	Citaro G NGT 4 doors
<b>Information systems</b>				
Radio system with CD player	○	○	○	○
Multi-function antenna for radio, mobile phone, navigation	○	○	○	○
Bus stop display inside, cross duct	○	○	○	○
Destination system LED or LCD	○	○	○	○
Wheelchair button inside/outside	○	○	○	○
Digital clock in cross duct	○	○	○	○
TFT monitors in the interior	○	○	○	○

 <p>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.</p>		Citaro NGT, 2 doors	Citaro NGT, 3 doors	Citaro G NGT, 3 doors	Citaro G NGT, 4 doors
	<b>Air-conditioning system</b>				
	Filling capacity [kg]		0 - 10.0 <sup>1</sup>		0 - 16.0 <sup>1</sup>
	CO <sub>2</sub> equivalent [t]		0 - 14.30 <sup>1</sup>		0 - 22.88 <sup>1</sup>

<sup>1</sup> dependent on the installed air conditioning variant: EvoCool Basic, EvoCool Comfort Plus, or electrical modular air conditioning system, and the installation of an air conditioner for the driver's area

<b>Interior</b>	<b>Citaro NGT 2 doors</b>	<b>Citaro NGT 3 doors</b>	<b>Citaro G NGT 3 doors</b>	<b>Citaro G NGT 4 doors</b>
Seating City Star Eco (CSE)	●	●	●	●
Seating City Star Function (CSF)	○	○	○	○
New generation of folding seats	○	○	○	-
Wheelchair space	○	○	○	○
Wheelchair back wall with integrated fold-up seat	○	○	○	○
Stop request button	●	●	●	●
Stowage on front wheel arch, left / right	○ / ○	○ / ○	○ / ○	○ / ○
Emergency hammers (no anti-theft device)	○	○	○	○
Emergency hammers secured with rope, automatic retractor	●	●	●	●
Sidewall lining in needle felt	○	○	○	○
Ambient lighting with LEDs	○	○	○	○
Video recording system in passenger compartment	○	○	○	○

<b>Other</b>	<b>Citaro NGT 2 doors</b>	<b>Citaro NGT 3 doors</b>	<b>Citaro G NGT 3 doors</b>	<b>Citaro G NGT 4 doors</b>
Cornering light	○	○	○	○
Daytime driving lights with halogen technology	●	●	●	●
Daytime driving lights with LED technology	○	○	○	○
Headlamps with LED technology	○	○	○	○
Bi-xenon main headlamps incl. washer system	○	○	○	○
Side windows heat-absorbing, grey tint	●	●	●	●
Side windows double glazed	○	○	○	○
Hinged panes in side windows	●	●	●	●
Folding ramp at Door 2, mechanical	○	○	○	○
Modular ramp at Door 2, electric	○	○	○	○

● 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.

## **Anti-jackknife ATC (Articulation Turntable Controller):**

The ATC is a dynamic drive system that controls the hydraulic damping of the articulation joint rapidly as required, as a function of the steering angle, articulation angle, speed, and load. For this purpose the ATC has access to the data of the CAN bus data.

The effect is as follows: If the otherwise normally high basic damping of the joint leads to a strong tendency to understeer in turns and increased tyre wear on the front axle, then under normal stable driving conditions the joint of the vehicle runs almost freely, and is damped solely through the friction of the elements.

## **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.

## **BiXenon headlamp:**

The BiXenon headlamps with computer optimised optical system produce a bright, bluish light for dipped and high beams. The high light output greatly improves illumination of the carriageway and roadside.

## **Body framework structure:**

The increased strength of the body shell improves the safety of the passenger compartment. This is achieved by the use of connection elements that resemble the hilt of a sword between the body shell elements.

## **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.

## **Collision protection:**

For additional collision protection, a crash element is built into the extended front end. Together with a strengthened frame design, this channels impact forces directly into the substructure. The result is improved protection for the driver and the cockpit footwell area. The requirements based on the pendulum impact test as laid down in ECE R29 (only mandatory for trucks) are met.

## **Cornering lights/steering-dependent headlamps:**

When turning or cornering, the fog lamp on the inside of the bend is steered so that the road ahead 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.

**LED headlamps:**

The light cone of the LED headlamp can be defined with particular accuracy. The light colour is somewhat like daylight, thus ensuring that the driver's eyes tire less quickly. Increased brightness and a greater range further enhance safety. LED lamps are approximately two or three times more efficient than conventional light bulbs.

**Recuperation module:**

In the deceleration phase, the current produced by the generators during overrun is stored in double layer capacitors (supercaps) and kept available for auxiliary consumers. In the vehicle acceleration phase, the vehicle electrical system is supported by discharging the stored electricity in the capacitors. This relieves additional load on the engine and reduces fuel consumption.

**Tyre pressure monitoring system:**

The tyre pressure monitoring system indicates the actual pressure in the individual tyres, and warns of any deviation from the optimum pressure. This reduces wear on the tyres, has a positive effect on fuel consumption, and prevents dangerous tyre damage.

**Important for you. Important for us. Technical data stored in the vehicle.**

Electronic vehicle components (e.g. Airbag Control Unit, 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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