



OC 500 RF

Technical data and equipment at
a glance.

Mercedes-Benz

The standard for buses.



OC 500 RF CHASSIS AT A GLANCE.

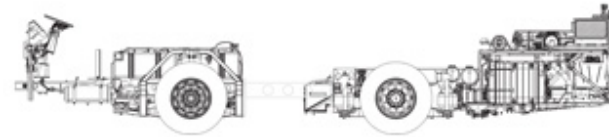
OC 500 RF 1930 / 1936



Length [mm]: 8,870
Width [mm]: 2,400

Turning circle [mm]: 20,700

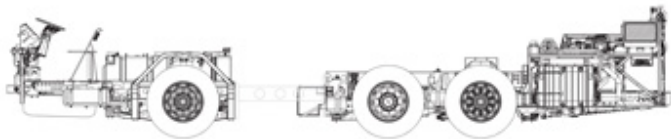
OC 500 RF 1939 / 1943



Length [mm]: 8,870
Width [mm]: 2,400

Turning circle [mm]: 20,700

OC 500 RF 2543



Length [mm]: 8,870
Width [mm]: 2,400

Turning circle [mm]: 22,850

TECHNICAL DATA AND EQUIPMENT AT A GLANCE.

	OC 500 RF 1930 / 1936	OC 500 RF 1939 / 1943	OC 500 RF 2543
Dimensions			
Length [mm]	8,870	8,870	8,870
Width [mm]	2,400	2,400	2,400
Wheelbase front axle-drive axle [mm]	3,000	3,000	3,000
Wheelbase drive axle - trailing axle [mm]	-	-	-
Tyre size	295/80 R 22,5	295/80 R 22,5	295/80 R 22,5
Overhang at front [mm]	min/max: 2.200 / 2.570	min/max: 2200/2570	min./max. 2.200/2.570
Overhang at rear [mm]	3,300	3,300	2,775
Turning circle [mm]	20,700	20,700	22,850
Track circle minimal [mm]	16,940	16,940	16,940
Slope angle in front [°]	min/max: 7,4/13,4	min/max: 7,4/13,4	min/max: 7,4/13,4
Slope angle rear [°]	7.4	7.4	8.8

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Transmission			
Engine	Mercedes-Benz OM 936	Mercedes-Benz OM 470	Mercedes-Benz OM 470
Engine 2*	Mercedes-Benz OM 936	Mercedes-Benz OM 470	-
Engine type	6-cylinder in-line-engine	6-cylinder in-line-engine	6-cylinder in-line-engine
Output [kW]	220	290	315
Output 2* [kW]	260	315	-
Max. torque [Nm]	1,200	1,900	2,100
Max. torque 2* [Nm]	1,400	2,100	-
At speed [l/min]	1.200-1.600	1,100	1,100
At speed 2* [l/min]	1.200-1.600	1,100	-
Displacement [l]	7.7	10.7	10.7
Displacement 2* [l]	7.7	10.7	-
EU emissions standard	Euro 6	Euro 6	Euro 6
Transmission	Manual transmission, 6-speed	Manual transmission, 6-speed	Mercedes-Benz GO 210-6
Chassis			
Steering	Bosch Servocom	Bosch Servocom	Bosch Servocom
Front axle, type	ZF, independent wheel suspension	ZF, independent wheel suspension	ZF, independent wheel suspension
Front axle: independent suspension, anti-roll bar	●	●	●
Driven axle, type	Mercedes-Benz RO 440	Mercedes-Benz RO 440	Mercedes-Benz RO 440
Trailing axle, type	-	-	ZF, independent wheel suspension
Trailing axle: active steering, independent suspension	-	●	●
Air suspension via electronic level control system (ENR)	●	●	●

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Brakes			
Pneumatic disc brakes on all axles	●	●	●
Electronic Stability Programme (ESP®)	●	●	●
Electronically controlled braking system (EBS)	●	●	●
Anti-blocking system (ABS)	●	●	●
Acceleration Slip Regulation (ASR)	●	●	●
Parking brake	●	●	●
Safety and driver assistance systems			
Adaptive Cruise Control (ART)	○	○	○
Lane Assist (SPA)	●	●	●
Attention Assist (AtAs)	○	●	●
Tire Pressure Monitoring (TPM)	○	●	●
Active Brake Assist 6 (ABA 6)	●	●	●
Sideguard Assist 2	●	●	●
Electronic Stability Program (ESP®)	●	●	●
Rain-light sensor	●	●	●
Traffic Sign Assist	●	●	●
Frontguard Assist	●	●	●
MirrorCam	○	○	○
Profitability			
Predictive Powertrain Control (PPC)	○	○	○
Driver Score	○	○	○
Tire Pressure Monitoring (TPM)	●	●	●

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Weight and fuel tanks			
Capacity of fuel tank [l]	30	30	30
AdBlue® additive tank [l]	42	42	42
Axle loads, max. permissible front axle [kg]	7,500	7,500	7,500
Axle loads, max. permissible drive axle [kg]	12,500	12,500	12,500
Permissible weight trailing axle [kg]	-	-	6,000

● Standard equipment ○ Optional equipment

* Optional equipment

SAFETY.

Tyre Pressure Monitoring (TPM)

Tyre Pressure Monitoring (TPM) displays the current pressure in the individual tyres and warns of deviations from the optimum pressure. This reduces tyre wear, has a positive effect on fuel consumption and prevents dangerous tyre damage.

Sideguard Assist 2

Sideguard Assist 2 is a safety assistance system that supports the driver in critical situations when turning right or turning left when visibility is possibly restricted. The system is designed to help detect moving obstacles within the system limits, and warns the driver so as to avoid critical situations or reduce the consequences of accidents when turning off or changing lanes.

Electronic Stability Program (ESP®)

The Electronic Stability Program significantly reduces the risk of skidding by selectively braking individual wheels, thus preventing loss of control of the vehicle in curves and emergency steering maneuvers.

Rain-light sensor

The rain sensor and automatic driving light are assist systems that activate automated functions by means of a sensor system and relieve the driver of routine tasks.

Acceleration Skid Control (ASR)

ASR prevents the drive wheels from spinning in two ways. On the one hand, ASR minimises wheel spinning through a measured braking intervention. On the other hand, the torque of the engine is regulated via the "electronic accelerator pedal".

Anti-lock Braking System (ABS)

The Anti-lock Braking System (ABS) supports driving stability during critical braking operations and ensures that the vehicle remains steerable. 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 steerability of the bus is largely maintained.

Active Brake Assist 6

The emergency braking system ABA 6 assists the driver by automatically initiating emergency braking if there is a risk of rear-impact collision with vehicles in front or stationary obstacles. It also detects moving or stationary persons and cyclists in front of the vehicle. The system reacts to this with an acoustic and visual warning to the driver as well as an automatically initiated partial braking or emergency braking.

Traffic Sign Assist (TSA)

The innovative Traffic Sign Assist offers maximum safety and comfort on the road. Thanks to GPS and camera support, the vehicle speed is constantly compared with the current traffic regulations.

Frontguard Assist

Frontguard Assist is an advanced system that was specially developed to warn drivers of pedestrians located immediately in front of the vehicle and also to warn them of an impending accident. Whether you are pulling away or driving slowly (up to 15 km/h), the intelligent assistance system can detect potential collisions with unprotected road users.

Attention Assist (AtAs)

Attention Assist (AtAs) is a safety assistance system that can help prevent microsleep. It thus contributes to improved driving safety, especially on long journeys and when driving at night. The system warns the driver visually and acoustically when it detects typical signs of overtiredness or inattention and prompts him/her to take a break. The warning is independent of the electronic logging device (ELD).

MirrorCam

The modern MirrorCam system provides a clear and full view of the road traffic. Equipped with high-resolution cameras, the driving safety is improved and the risk of accidents is minimised. The extended field of vision enables the driver to see pedestrians, cyclists and other road users in the surrounding area. This eliminates the blind spot when turning right.

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