

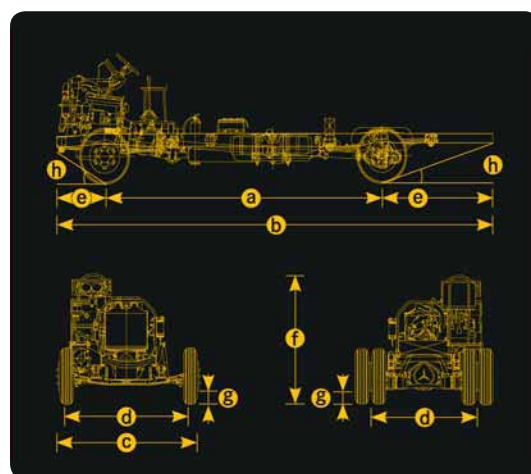
# LO 915

The LO 915 minibus chassis was developed for city, charter and tourist services and is compatible with bodies between 8.0 and 8.7 metres long. The chassis' electronically managed engine offers innumerable benefits and advantages to fleet operators and collective transport users. This engine's most outstanding features are its high cost-effectiveness, low fuel consumption, extended service life and high torque at low rpm. The chassis is equipped with air disc brakes, Top Brake and a load-sensitive valve. The combination of all this technology and the chassis' high performance make it an outstanding choice for the passenger transport market.



## Dimensions [mm] [chassis without cab and without body]

[a] wheelbase	4,250	4,800
[b] total length	6,685	7,335
[c] width	2,203	2,203
[d] axle track: front axle/rear axle	1,891/1,642	1,891/1,642
[e] overhang: front/rear	735/1,700	835/1,700
[f] height	1,766	1,672
[g] floor height above road: front/rear	222/181	222/181
[h] angle of approach/departure	39°/21°	35°/20°
vehicle turning circle (mØ)	15	16.09
total maximum body length	8,400	8,700



## Empty weights [kg | without body, curb weight]

	LO 915/42,5	LO 915/48
front axle	1,520	1,564
rear axle	1,150	1,173
total	2,670	2,747

## Permissible weights [kg]

	LO 915/42,5	LO 915/48
front axle	2,600	3,200
rear axle	5,900	5,900
gross vehicle weight (GVW)	8,500	9,100

The figures for empty weights are applicable to the standard vehicle version and may differ according to the optional items selected.

## Main optional items

Anti-lock braking system (ABS)	Allison S 2100 automatic gearbox
12 V/135 A battery	Eaton FS 4 205 A manual gearbox (i = 8.05/4.35/2.45/1.48/1.00 reverse = 8.05)
speed limiter	air-conditioning connections > pulley + additional alternator
Top Brake	ratio 3.636 (40:11) • 3.909 (43:11) • 5.125 (41:8)
speedometer • weekly tachograph	ALB valve
100-litre fuel tank	

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# Engine

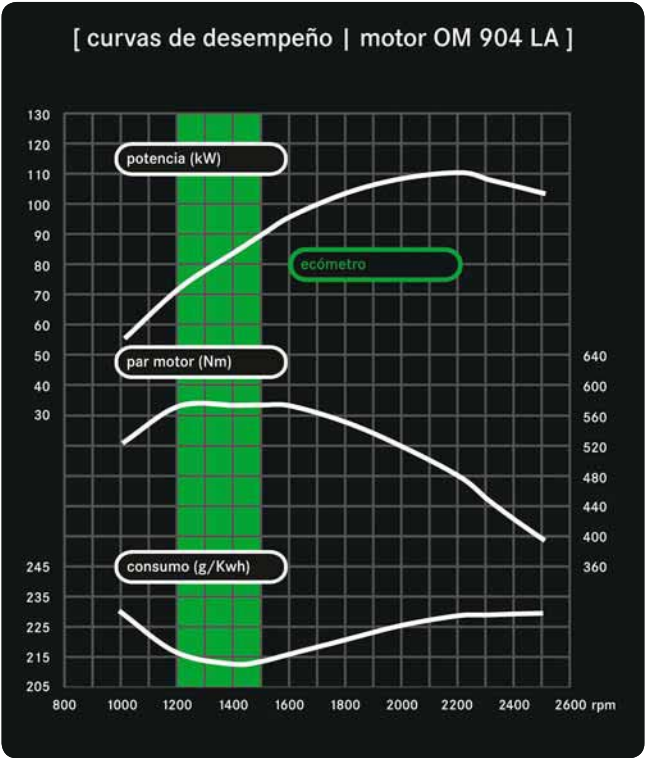
OM 904 LA | Euro III | 4 cylinders, vertical in-line, turbocooler

maximum output [NBR ISO 1585]	110 kW (150 hp) @ 2,200 rpm
maximum torque [NBR ISO 1585]	580 Nm (59 kgf m) @ 1,200–1,600 rpm
total displacement	4,249 cm³
specific consumption	205 g/kWh @ 1,400 rpm
oil filter (type)	oil filter with paper element, replaceable
air filter (type)	dry, with paper element
cooling system	water circulation with thermostat
injector unit	DTC (Diesel Technology Company) with individual electronic control
injection system	direct electronic management
compressor (drive)	geared

# Transmission

ZF S 5 – 420 HD [operated by gear shift lever] 5 synchromesh gears

transmission ratio	i = 5.72/2.73/1.61/1.00/0.76 reverse = 5.24
clutch	MF 362 • single-disc, dry • hydraulic



# Axles

front axle • MB VL 2/15 DC – 3.2 • fist-type  
rear axle • MB HL 2/45 DC – 5.9 • central frame with steel tube inserts

ratio	i = 4.3 (43:10)
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# Suspension • Tyres • Steering • Chassis [type: ladder, riveted]

suspension front axle	semi-elliptic leaf springs with double-acting telescopic shock absorbers and stabiliser bar
suspension rear axle	semi-elliptic leaf springs with double-acting telescopic shock absorbers and stabiliser bar
wheels	6.00 x 17.5
tyres	215/75R x 17.5 12PR
hydraulic steering	ZF 8098   i max. = 19.6 : 1

# Performance

LO 915 | ZF S 5 – 420 HD MB HL 2/45 DC – 5.9 | 215/75R x 17.5 12PR

ratio	i = 4,3 (43:10)
top speed [km/h]	107
maximum gradient [GVW]	46

# Electrics

standard voltage	24 V
alternator	28 V/80 A
battery	2 x 12 V/100 Ah

# Brakes

compressed air, two circuits  
disc at front and disc at rear

total braking area	916 cm² (458 + 458)
automatic brake control	yes
parking brake	spring brake
engine brake	butterfly valve in exhaust pipe (only with manual transmission) electro-pneumatic; applied with service brake

# Capacities [l]

fuel tank	150
sump oil	[max.] 15 • [min.] 12
gearbox	3.5
differential housing	[rear axle] 3.25
hydraulic steering	2.4
cooling system	20