

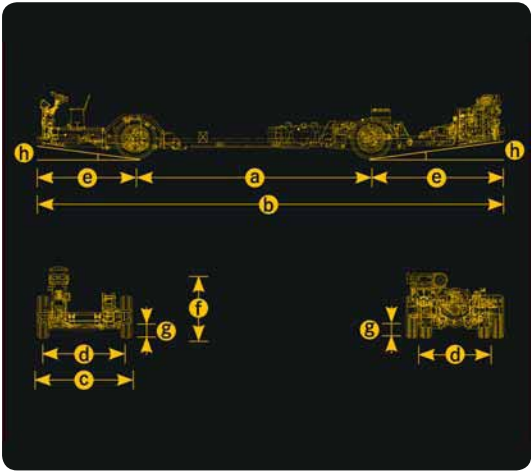
# O 500 U 1726

The Mercedes-Benz O 500 U 1726 (low entry) chassis was developed for city and charter vehicles up to 13.2 metres long. The front and centre floors are levelled at 370 mm above the ground and the chassis features air suspension, side kneeling function and all the benefits of Mercedes-Benz technology. It is a robust and durable chassis suited to severe operating conditions. In short, it combines bold design with the quality associated with the passenger transport segment leader.



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

[a] wheelbase	5,950
[b] total length	11,786
[c] width	2,472
[d] axle track: front axle/rear axle	2,101/1,821
[e] overhang: front/rear	2,486/3,350
[f] height	1,716
[g] floor height above road: front/rear	117/232
[h] angle of approach/departure	10°/9°
vehicle turning circle (mØ)	20.7
total maximum body length	13,200



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

front axle	1,380
rear axle	4,500
total	5,880

## Permissible weights [kg]

front axle	7,000
rear axle	11,500
gross vehicle weight (GVW)	18,500

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

## Main optional items

rear stabiliser bar • 12 V/170 Ah battery • 12 V/220 Ah battery • VOITH DIWA 834.3E automatic transmission • MB G 85-6 manual transmission (obligatory with Voith 123 retarder) • Top Brake (for mechanical transmission) • adjustable steering column • fleet management • speed limiter • master power and fuel switch • air-conditioning connections – additional alternator • heating connections • transmission ratio 6.143 (43:7) • aluminium wheels • anti-lock braking system (ABS) • weekly tachograph • 20-litre fuel tank • electronic speedometer • 11.00 R 22 16PR and 8.00 x 22 • 11.00 R 22.5 16PR and 7.50 x 22.5 • 12.00 R 22.5 16PR and 8.25 x 22.5 • 275/80R 22.5 16PR y 7.50 x 22.5
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# Engine

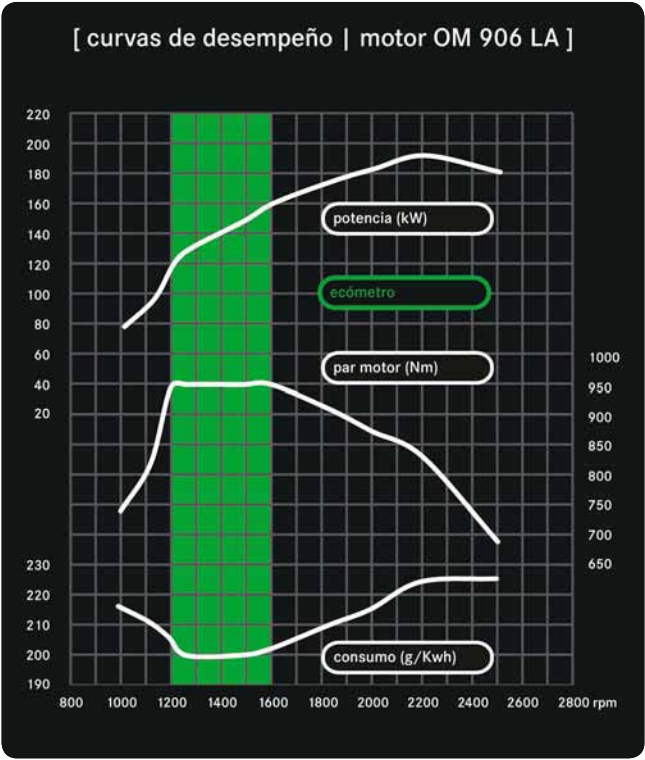
OM 906 LA | EURO III 6 cylinders, vertical in-line, turbocooler

maximum output [NBR ISO 1585]	191 kW (260 hp) @ 2,200 rpm
maximum torque [NBR ISO 1585]	950 Nm (97 kgf m) @ 1,200–1,600 rpm
total displacement	6,374 cm³
specific consumption	200 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 6HP 502 ECOMAT II [automatic, key-operated, with integrated retarder] | 6 synchromesh gears

number of gears	6
transmission ratio	i = 3.43/2.01/1.42/1.00/0.83/0.59 reverse = 4.84



# Axles

front axle • MB VO 4/39 CL 7.5 • fist-type  
rear axle • MB HO 4/08 DCL-11.5 • central frame with steel tube inserts

ratio	i = 5.857 (41:7)
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# Suspension • Tyres • Steering • Chassis [type: modular frame]

suspension front axle	air, with 2 air bellows and 2 double-acting telescopic shock absorbers and stabiliser bar
suspension rear axle	air, with 4 air bellows and 4 double-acting telescopic shock absorbers, electronically controlled air suspension (ECAS) and stabiliser bar as optional item
wheels	8.25 x 22.5
tyres	295/80 R 22.5 16PR
hydraulic steering	ZF 8098   i max. = 26.2 : 1

# Performance

O 500 U | ZF 6 HP 502 Ecomat II MB HO 4/08 DL-11.5 | 295/80 R 22.5 16PR

ratio	i = 5.875 (41:7)
top speed [km/h]	120 (electronically limited)
maximum gradient [GVW]	46

# Electrics

standard voltage	24 V
alternator	28 V/80 A
battery	2 x 12 V/135 Ah

# Brakes

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

total braking area [min./max.]	1,564 cm² (784 + 784)
automatic brake control	yes
parking brake	spring brake
engine brake	butterfly valve in exhaust pipe • electro-pneumatic; can be applied with service brake

# Capacities [l]

fuel tank	300
sump oil	[max.] 28 • [min.] 23
gearbox	30.0
differential housing	[rear axle] 10
hydraulic steering	3.5
cooling system	37