Ready for the city of tomorrow.
The new eCitaro.

The benchmark. The new eCitaro is Mercedes-Benz’s answer to current and upcoming challenges of the e-mobility era. Ready to electrify the future, the eCitaro expands the global bestseller’s portfolio to include a reliable, fully electric vehicle. Its future-proof concept and comprehensive e-mobility system mean the eCitaro shows the way forward for electric mobility in the city.

For more information go to www.mercedes-benz.co.uk/bus
Welcome to the IAA!

With the new eCitaro, we are heralding a completely new era of environmentally friendly urban traffic at IAA 2018 – it is the undisputed star of the trade show. Its drive technology marks the pinnacle of what is available today – and we will be showing you how things will soon develop when it comes to high-performance batteries.

As you can see, there are plenty of exciting things to discover from Mercedes-Benz at the IAA. We look forward to seeing you!

Yours, Ulrich Bastert
Head of Marketing, Sales and Customer Service
Daimler Buses

More chic, more flexible and very close to the customer – those are the features of the new Mercedes-Benz website for buses and coaches being launched step by step from the IAA onwards.

The IAA Commercial Vehicles is not only the time when new Mercedes-Benz models and services are presented. The revised online appearance of the brand with the three-pointed star is also being launched at the largest European trade show for the industry. The legitimacy of the test has been improved, as has the speed of the page loading, one of the most important prerequisites to enjoy carefree surfing.

The new, fresh layout automatically adapts to all devices in how it is displayed. Products and services of interest to the customer are better integrated and can thus be found even more intuitively. For different subject areas there are also ways of directly interacting with the right contact persons. Anyone taking a closer interest in a vehicle can find all the relevant information immediately surrounding their virtual bus or coach.

Naturally, the new Mercedes-Benz website complies with the new European data protection regulations. It can be reached at the intuitive Web address www.mercedes-benz-bus.com
The drive train of the new eCitaro is based on the proven and optimised ZF AVE 130 electric portal axle with electric motors on the wheel hubs. Lithium-ion batteries with a total capacity of up to 243 kWh take care of the power supply. They have a modular structure: the batteries are divided into a maximum of ten modules. Besides two battery packs on the vehicle roof, four battery modules in the rear belong to the basic equipment. Added to this, depending on customer requirements, are two or four more battery modules on the roof. Charging via a plug connector is planned for the series launch. If operators want intermediate charging to extend the range, the eCitaro can also be charged by a pantograph as an option. When fully charged, ten battery modules are required. The power supply is split into a maximum of ten modules. The batteries are temperature controlled, a heat pump heats the passenger compartment and all components that give off heat are linked to each other. The result: compared to the Citaro with combustion engine, the power required for heating, ventilation and air conditioning is reduced by around 40 per cent.

Even at the start without intermediate charging, the eCitaro covers around a third of all requirements of the operations, meaning it can seamlessly replace every third city bus powered by a combustion engine. According to the standardised on-road test cycle, SORT2, the eCitaro’s ideal conditions range even amounts to around 250 kilometres. At this point it is also possible to reasonably introduce an eCitaro G articulated bus. As the dimensions and connections of the batteries are identical, the new eCitaro forms the start of an innovation offensive towards the rapid and practical electrification of the public transport system with buses in cities. As the development of battery technology is taking fast steps forward, a conversion to the future battery technology is already being conceptually planned for the eCitaro. This concerns, for example, replacing lithium-ion batteries with lithium-nickel-manganese-cobalt-oxide cells (NMC). As things stand, the next generation with increased capacity and correspondingly extended range will be made available to customers of the eCitaro in just two years.

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Alongside this development, the optional use of future lithium-polymer batteries is being prepared from 2020, also referred to as solid-state batteries. With a nominal battery capacity of around 400 kWh in a solo bus and a capacity even higher than this in an articulated bus, the eCitaro will increase its range to around 250 kilometres according to SORT2 and thus cover around 70 per cent of all requirements without intermediate charging. Shortly after this, the range of the eCitaro will be further increased by a range extender in the form of a fuel-cell for generating power. With this technology, intermediate charging and the necessary costly infrastructures will be superfluous in nearly all cases. It is therefore expected from 2022 that the eCitaro will be able to almost congruently replace city buses with combustion engines. Then all new city buses will be able to roll through the streets quietly and emissions-free.
Holistic concept for the eCitaro

E-mobility with system

From purchasing to operation through to servicing – electromobility throws up numerous and completely new questions. The eMobility integrated system from Mercedes-Benz provides the answers.

The preference is very simple: out with the combustion engine, in with electric drive, plug and play. Yet it is not that easy, because e-mobility means rethinking urban mobility with buses. It is all about power supply and range, about operating strategies and service, about every single route, about training employees and, not least, about finances. E-mobility from Mercedes-Benz is therefore more than a bus with electric drive – we provide the eMobility integrated system.

E-mobility advice as an introduction

The first component is called eMobility Consulting. Experienced experts sound out the ideas and preferences of the operators, then analyse the network line by line and gather a lot of data. A simulation program developed in-house then works out the energy demand. Experts assess the individual services and link them with each other. This results in variations from the range calculation and the issue of charge management through to the organisation of the depot.

Precise recommendations and costings take account of the charging infrastructure, the energy consumption, the connected load of the depot’s power supply, the charge management and finally the operational integration of the eCitaro. They also include, when travelling a high number of kilometres a day, for example, shared services or interim charges at the depot as an alternative to external charging stations. These are costly and can also be subject to long approval processes.

New eServices from OMNIplus

The OMNIplus service brand has prepared a comprehensive e-mobility service concept especially for the eCitaro. This starts with the classic support of the customer’s garage, continues with garage services in conjunction with service contracts in authorised service centres, and ultimately ends in bus depot management. In this case OMNIplus employees take care of defined jobs through to providing an end-to-end service for the e-buses directly at the customer’s garage.

Besides the warranty for the battery, maintenance and repairs of the high-voltage drive system are covered for the first five years by a guarantee. The far-reaching range includes service contracts developed especially for the eCitaro. In the first expansion stage, a customer can opt for an OMNIplus eBasic service contract. Besides the maintenance on the whole vehicle and repairs to the high-voltage technology, this also includes an assurance of the battery’s level of performance. In the second stage, with an OMNIplus ePremium service contract, repairs and wear on the whole vehicle as well as the 24h SERVICE are added.

Transport operators can find out about how to equip a garage for fully electrically driven buses at the OMNIplus prototype workshop in Dortmund. This unique establishment is set up in exemplary fashion, from insulated tools to the high-voltage storage facility with integrated fire protection unit for battery modules. Operators can also inform themselves there about health and safety regulations and other topics, such as repair work on live battery modules. Intensive qualification and training is also carried out in Dortmund. For this purpose, OMNIplus has developed a complete qualification concept, from high-voltage sensitisation and training courses for skilled workers through to the preparation of trainers.

And lo and behold: suddenly the preference initially expressed for plug and play is fulfilled thanks to the eMobility overall system.
The names of the series are identical, everything else is new. The flowing lines of the design, the updated engine and chassis components, and finally the completely revised cockpit all come from the Sprinter. It also contributes a number of assistance systems.

In everyday practice, the many new features make it more convenient to handle. For example, there is the standard keyless start or the optional electrical parking brake for models with a gross vehicle weight of up to 4.1 tonnes. On the dashboard of the minibus, an extra console catches the eye. The operating elements specific to the bus are clearly combined here. In future, intelligent fleet management systems will be available for networking Mercedes-Benz minibuses.

The flagship for scheduled services is the Sprinter City 75. The 8.5-metre-long regular-service bus provides space for up to 38 passengers. Unique technology can be found under the independent framework structure. This includes an extended wheelbase of 5,015 millimetres, a prerequisite for a large low-floor section between the axles. The gross vehicle weight of the two-axle model comes to 6.8 tonnes. This is based on a rear axle with an axle weight of five tonnes exclusively developed and produced for Mercedes-Benz minibuses.

As the boarding height at the double passenger doors is only 270 millimetres in the driving position, there is no need for a kneeling function. The minibus is defined as low entry. In the spacious low-floor area there is room for up to seven folding seats, or alternatively for a wheelchair and/or pram. If they are not used, standing room for up to 26 people is available. It is also possible to fit up to three double seats on the driver’s side with a quick-change system. Another 12 high-strength seats are arranged in the rear.

The versatile new Sprinter Transfer steps up with a full range. Its four models range from the 5.9-metre-long Sprinter Transfer 23 to the 7.7-metre-long Sprinter Transfer 55 with rear extension and its own bus rear. At the start of the change of models, the focus is on the Sprinter Transfer 35. The 7.0-metre long minibus based on the Sprinter’s original bodywork with a high roof has a standard passenger capacity of 13+1+1 seats.

On two models, the Sprinter Mobility concentrates on passengers with limited mobility. One of these is the Sprinter Mobility 23 with a gross vehicle weight of 3.5 tonnes. It features up to eight passenger seats, a maximum of four wheelchair spaces, or a mixture of the two. The bigger Sprinter Mobility 45 draws particular attention with up to 19 passenger seats or six wheelchair spaces. The elevated floor is a special feature. The superstructure of the wheel arches associated with this creates an even area in the passenger compartment and hence a perfect use of the space.

The model launch of the new minibuses is staggered and is adapted to the availability of the Sprinter: it will start this year with the Sprinter Transfer 23 and 35, Sprinter Mobility 23 as well as the completely redeveloped Sprinter City 75. The other models will follow next year, as well as the Sprinter Travel coach series. Once the change of models has been completed, the range will consist of more than 20 left- and right-hand drive models in autumn next year.
The new Sprinter City 75

This is how big small can be: with a length of 8.5 metres, the new Sprinter City 75 stands out for up to 38 passengers. Its framework structure and high load capacity of the rear with extreme frame tube is a reasonable amount of extra weight. In the low-floor area of the IAA model, there is a wheelchair space, complemented by two double seats and four folding seats. In the back there are another 12 seats. The equipment includes the MBUX multimedia system, the DISTRONIC active cruise control and an active brake assist.

The Intouro

The Intouro is the economic marvel among cross-country coaches. The exhibition vehicle is equipped with destination display and handrails for cross-country services, a panoramic area with folding seats, a whirlpool, a TV and a bar. The combination of the compact diesel (output 220 kW/299 bhp) and automatic transmission is in keeping with this model. Brakes, steering, air conditioning with nozzle ventilation, curtains and a cutaway design provide a high level of comfort.

The new eCitaro

The worldwide bestselling Mercedes-Benz Citaro is now also as an electric drive. On the IAA vehicle, electric interior swing doors lead into the air-conditioned passenger compartment. The top of the seat pans are designed black, whereas the seat and backrest are upholstered with the eye-catching “Flash” fabric. Grab rails in Evo Steel, ceiling handrails in black and stop request buttons in metallic blue create visual highlights. Looking upwards one sees the new elegant ceiling with high-tech LED lighting. Bus operators can provide information, entertainment and advertising via a TFT monitor. USB sockets can provide information on USB double sockets.

The Citaro hybrid

The hybrid version of the worldwide best selling city bus impresses with its economy, environmental friendliness, safety and comfort. Economy is ensured on the two-door bus with diesel engine and automatic transmission by the hybrid module, the electrohydraulic-active steering and a recuperation module, as well as the easy-running drive. The hybrid version of the world’s best-selling city bus, the Mercedes-Benz Citaro, is the ultimate city bus, now also as an electric drive. On the IAA vehicle, electric interior swing doors lead into the air-conditioned passenger compartment. The top of the seat pans are designed black, whereas the seat and backrest are upholstered with the eye-catching “Flash” fabric. The new Sideguard Assist and Preventive Brake Assist provide ultimate safety. The revolutionary Sideguard Assist system is available for the Citaro (all versions), for the Conecto and Conecto Blue.

Strong performance

The IAA exhibition vehicles with the three-pointed star

WINNER*

The International Bus Competition (IBC) is the only comparison test for buses in Europe, with the important measures and assessments under real conditions for decision makers.

** The statement refers to a theoretical comparison between an old Tourismo without FE1 package and a new Tourismo with FE1 package, PPC, refrigerant compressor cylinder deactivation and lowering of the vehicle level.

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NEW: New Mercedes-Benz Sprinter 319 CDI

The new Sprinter 319 CDI is the world’s first assistant system of its type to warn the driver of a collision with pedestrians or cyclists on the door side when turning. If there is a risk of a collision, the driver is informed via additional warning lights on the instrument panel. Added to this is an acoustic warning in the driver’s ear. The revolutionary Sideguard Assist system is available for the Citaro (all versions), for the Conecto and Conecto Blue.

NEW: Preventive Brake Assist

The Preventive Brake Assist by Mercedes-Benz, the first of its kind for urban service buses, is a world premiere. The Preventive Brake Assist gives an optical and acoustic warning of a collision with moving pedestrians as well as with standing or travelling objects, and at the same time automatically initiates an emergency braking with a maximum of 50 per cent brake power. The Preventive Brake Assist is especially adapted to the requirements of urban traffic: the deliberate decision not to initiate emergency braking reduces the risk of injury to passengers in the bus. The driver can also reduce emergency braking or take evasive action if need be. The Preventive Brake Assist is available for the Citaro, Conecto and Conecto Blue.

NEW: Safety Coach

This Safety Coach, also called a turning assistant, informs the driver when there are pedestrians, cyclists or other stationary obstacles in the zone monitored on the door side when turning. If there is a risk of a collision, the driver is given an additional warning. On city buses, a yellow flashing warning triangle in the AD pillar on the door side warns the driver first. In the event of a collision, a horn is activated and an emergency braking is automatically initiated at the same time. This gives the driver the chance to warn pedestrians by pressing the horn, and to prevent a collision by means of emergency braking or a turning manoeuvre.

-11.4%
Rethinking mobility

Daimler Buses offers a lot more than buses – with a 360-degree perspective, the division is wholeheartedly committed to mobility. The driver is the self-founded “Innovation Lab Mobility Solutions”. We spoke to its new manager, Alexander Pöschl.

The department founded in 2016 has also dealt with the challenges of electromobility from the start. Alexander Pöschl says: “With the colleagues from eMobility Consulting and working closely with sales, we support our customers when it comes to converting their fleet to e-mobility. To a certain extent this is a team sport, where we work out implementation scenarios from the vehicles through to servicing. It is about battery systems, charging infrastructure and route selection to name just a few key areas. Basically, we carry out something like transformation support or change management with the corresponding tools like expert talks.”

“The idea of the Daimler Buses’ Innovation Labs Mobility Solutions is and was to be able to tackle issues and ideas differently than in the normal operational environment. Mobility Solutions acts at the international level with colleagues from nearly all group divisions in a start-up culture, which is characterised by openness and flat hierarchies. Part of the team operates in the ‘Mindspaces’ co-working office in Berlin, exchanging directly with the start-up scene.”

For the passenger target group specific to buses, Mobility Solutions, together with the moovel Group, has developed a kind of “operating system for urban mobility”, which advises about different mobility services, including booking and payment, using smartphones access. In Germany and the USA, 4.8 million customers are already using the various applications provided by the moovel Group.

With a modular, multimodal mobility platform, moovel enables cities and transport companies to integrate their different mobility services for each city. Using the mobility app as the interface between the cities and transport companies with the end customers, public transport tickets as well as other services can be booked and paid for. That helps cities and transport companies to make mobility more efficient, local transport more attractive and gives the end customer the ability to plan their mobility conveniently.

We are delighted that moovel, due to its direct link to the bus world, will also have a presence on our exhibition stand.

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When the service turns digital

Many people are talking about digitisation, OMNIplus is practicing it. The possibilities provided by digital services from OMNIplus ON are fascinating. For pre-departure check and telematics data through to the operating instructions, you will find everything in one single online portal. In particular, it is easier and quicker. The way it works reminds you of a fitness tracker for the bus, and the doctor comes with it. Furthermore, in the future OMNIplus eShop you will find parts for your buses and coaches even easier and quicker.

For us, these new digital services make an essential contribution to our core business, namely making it even more efficient and effective for our customers to operate their vehicles. Visit us at the IAA – we will be happy to demonstrate the benefits of digitisation in the service sector for your company, too, in a face-to-face meeting.

Michael Klein
Director of Customer Service & Parts Diether Buses

OMNIplus Uptime: the service thinks ahead

Only when a bus is in service can it earn money. This is ensured by the revolutionary service, OMNIplus Uptime: it continuously checks all the essential technical systems of the bus and warns of problems in good time.

The following happens in the best bus circles during the journey, an error message appears on the bus's central display together with the advice to seek a garage. Until now the driver or operator had to decide at their own risk whether to break the journey or continue. With OMNIplus Uptime, all this changes: if a major problem is imminent based on the warning, the operator is contacted in minutes by the OMNIplus 24h SERVICE and informed about the actual fault. If needed, a suitable garage along the route is found, informed and the supply of parts checked. A vehicle failure is avoided, and ideally even an unannounced stop.

OMNIplus Uptime networks the vehicle, service and operator. In addition, OMNIplus Uptime continuously checks the status of the vehicle's systems in real time. This includes the technical system equipped with sensors, whose information can be accessed via telematics systems like SAVIUS and monitoring systems (RTA – route information) and Bus Data Center.

OMNIplus Uptime will be available from October 2018. The new service steps up at the Euro Bus Expo and in the coming year OMNIplus Uptime will offer the full range of services. The new Web store of OMNIplus eShop will offer the full range of parts and will be accessible via the OMNIplus ON portal.

New service portal, OMNIplus ON

With OMNIplus ON, service turns digital. The new platform opens up new options for bus operators and drivers. All digital services provided by OMNIplus are thus visible and accessible for customers on a PC via a customised portal.

The pre-departure check with noepad and pen, laboriously leafing through thick operating instructions, checking costs with a pocket calculator – that was yesterday. Today, there is OMNIplus ON – the online portal with which innovative digital services can be used easily and conveniently. The objective: to effectively optimise the vehicle availability of the fleet and thus the financial performance of bus and coach operators.

For the purpose, OMNIplus ON offers three service areas with different application benefits as the first stage.

With the first service area, OMNIplus ON advance, it is about the availability of the fleet, the key word being OMNIplus Uptime. Here operators can precisely see the state of their vehicle and get fast support in the event of technical problems.

Behind OMNIplus ON monitor, the second area, are the telematics services for efficient fleet management. Whether it is fuel consumption or evaluating operating data regarding individual vehicles – fleet managers are in control of their buses here.

Finally, OMNIplus ON drive is particularly versatile and based on everyday practical driving – operators and drivers benefit equally from this service area. There is the daily pre-departure check and its documentation. Sending information early about damage from the road so that the garage can prepare early. The operating instructions are in the Bus Guides, which means finding information quickly instead of spending time searching. Last but not least, drivers can use the Remote Bus function to access all the key vehicle functions on the move – tyre pressure, diesel and AdBlue levels, lighting – one click on a smartphone suffices.

The functions available from OMNIplus ON are just the start – the services will be gradually extended. Next year the fourth service area, OMNIplus ON commerce, will follow. The OMNIplus eShop will then make ordering spare parts even simpler.

OMNIplus Portal

Presentation of all active vehicles
• Vehicle status
• Garage search
• Route information

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OMNIplus Uptime networks the vehicle, service and operator. In addition, OMNIplus Uptime continuously checks the status of the vehicle’s systems in real time. This includes the technical system equipped with sensors, whose information can be accessed via the data bus system. In all, OMNIplus Uptime monitors around 30 components and functions, including doors, engine management and exhaust gas treatment.

These figures are automatically transmitted to a server system via the Bus Data Centre, where they are analysed. If there is a need for maintenance or repairs, OMNIplus Uptime recommends a garage, early and transmits the corresponding information to the preferred service centre. Based on this information, operators also gain much more transparency about minor maintenance measures and are able to complete these directly themselves.

If acute technical problems are imminent, which can lead to a breakdown, the bus operator is called by the OMNIplus 24h SERVICE and also informed on the online customer portal of OMNIplus ON. Actual and qualified recommendations for action are already linked to the OMNIplus Uptime. The new service steps up at the IAA with an attractive introductory offer, when ordering a new vehicle, buyers will enjoy a considerable discount on the Premium service contract if they sign up to OMNIplus Uptime.

New parts shop 2019

Ordering spare parts has now become even easier: the future OMNIplus eShop even knows the individual bus fleet.

The new Web store of OMNIplus will offer the full range of parts and will be accessible via the OMNIplus ON portal. Through the e-shop the individual fleet of the ordering party, the right parts have already been pre-selected. Making a mistake by mixing up the models or typing a wrong order number is therefore as good as ruled out. Users can also look up whether the required parts are in stock at their preferred service centre. Or they can have the order delivered straight to the company. If things are really urgent, there is also a master availability system for customers needing parts quickly, a digital overtaking lane so to speak. Incidentally, an employee no longer has to walk from the bus to the garage to the computer in the office with a notepad in hand – the OMNIplus eShop also works using smartphones and tablets.
Virtual extension of the trade show appearance

Until now, trade shows have been an analogue experience with lots of exhibits and other means of communication, which the visitor had to walk around hall by hall. That is now a part of history in the Daimler Buses exhibition stand at the IAA Commercial Vehicles. Using an augmented reality application, visitors can find out comprehensively about the background of the exhibits or the topics on show. And do so simply by smartphone.

The Daimler Experience app needed for this can be conveniently downloaded by scanning a QR code or directly from the App Store. If the camera on the smartphone or tablet is pointed at a means of communication suitable for this, e.g. a brochure or a communication wall, fitting multimedia content immediately appears. In this way, the personal trade show experience can be considerably extended by images, films or even other multimedia content.

Those wanting to find out more about Daimler as a group and its brands can get an overview beforehand with the digital brochure “Daimler Future Inside” - and thus witness the benefits of the “Experience app”. For instance, a flight in a Volocopter over Dubai is just as possible as a trip in the semi-autonomous Mercedes-Benz Future Bus in Amsterdam. Hop on!

To download the app:

Scan the QR code on your mobile device.
Install and start the app.

Experienced (DXP)?
Follow the instructions for the Daimler DXP.

Why are you taking pole position again with the innovative Sideguard Assist and Preventive Brake Assist safety systems, which are now available for the first time for city buses?
For us at Daimler, safety plays a key role and we invest a lot of money into this area. For this reason we would also like to provide the customer with fully developed safety technologies quickly. The issue of the turning assistant is currently being discussed widely across society and we want to make our contribution. Our stated objective here is to effectively prevent deaths and injuries from accidents when turning. As we are already using the systems in coaches, the step towards the city bus was just a small one.

What else can bus customers expect in terms of digital services? Is OMNIplus Uptime just the start of a major revolution?
Not least through services like OMNIplus Uptime or the Remote Bus app for drivers will our vehicles become even more economic. We have already gained good experiences here in the truck sector and are now implementing those in the bus. Our digital services create the preconditions for optimal service and the optimal plannable operation of buses. Even more can be expected here in future particularly in terms of predictive maintenance and remote control. With IAA 2018 we are successfully continuing the digital age in the bus sector!
All the highlights at a glance

The overview of the Daimler Buses areas, integrated in the group’s presence in Hall 14/15, shows everything at a glance. Besides the explainer-supported areas for Mercedes-Benz, Setra as well as OMNIplus, OMNIplus ON and other digital services, contact persons from the BusStore and Financial Services departments are also at your disposal if needed.

Always there for you

Daniel Baurle
Daniel Vingerg
Jonas Steink
Shahrukh Javed
Mario Bracht
Tobias Joun
Frank Mandel
Michael Böttn
Michael Stark
Fabian Beck
Bernd Hülsmann
Fabian Blumeroth
Dana Werdach
Alessandro Bric
Endrit Hasanj
Fritz Scherbach
Lea Fink
Bartosz Lingebach
Mike Valla
Fabian Göttler
Simon Mayer
Nicolaus Gollrad
Michael Dörflinger
Michael Stark
Andreas Ludi
Andreas Maunz
Sascha Kreidel
Dana Werdach
Daniel Bäuerle
Shahrukh Javed
Nicolaus Gollrad
Andreas Ludi
Jonas Steink
Tobias Joun
Frank Mandel

The fascination of variety

Also at this IAA it is possible to pick your own individual vehicle on the stand and put it together directly on-site and in line with your own requirements. Because, after all, you do not buy a Mercedes-Benz or a Setra off the shelf.

Presentations in the Mobility Solutions Lounge

The team from “Innovation Lab Mobility Solutions” presents mobility topics and cooperations here. Everything here revolves around new ideas, which can create an added value for bus companies, operators, bus drivers and passengers in future.

The cross-brand DesignStudio will be presented on an area of around 60 square metres, as Thomas Hassler, Head of Sales Design, explains. “With the help of three qualified advisers, two for the interior, the customer can try out everything here that can also be experienced personally in Mannheim or Neu-Ulm.” Besides “touch & feel” boards, which invite people to handle and experience the fabrics, and other material exhibits, the customer can then look at their vehicle design created on the 3D configurator on 70-inch screens and have it conveniently sent home to the computer.

Another issue, on which the experts will be happy to give advice, is the new ECE R118.02 regulation on fire prevention. This will be mandatory from 2020 onwards and will have major consequences especially on customised fabrics. “We will be on hand here with advice and valuable information,” promises Hassler.

The Daimler Buses team is happy to help you regarding all questions about exhibits and other topics present on the exhibition stand. Over and above this, competent contact persons on the topics of Mercedes-Benz buses, Setra, OMNIplus, BusStore, Mobility Solutions and financing questions will be at your disposal. Come and talk to us, we will be happy to help you.