Every generation has its own leader.  
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 mature, 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

World premiere of the Mercedes-Benz Sprinter Travel 75 - the new benchmark for minibuses in tourist travel
Electrified powered for you

We give you a brief insight into our eCitaro production in this magazine.

Our minibus colleagues in Dortmund are also expanding their portfolio: model by model, they are completing the new minibus generation based on the Sprinter. As a particular highlight, we present you with the world premiere of the Sprinter Travel 75, and I am not pretending you too much here. It comes with an exclusive heavy-duty rear axle, independent large wheelbase, seating comfort as found in a large bus, a generous luggage compartment and attractive design.

Already well established in contrast is our bestselling Tourismo – the new on-board film explains active and passive safety.

The new on-board film thus becomes an inherent part of the integrated Mercedes-Benz safety system comprising emergency exits, emergency hammer – everything is explained. The new on-board film thus explains the comfort systems on board the Tourismo – four minutes that are worth the time.

The dominant topic in the bus sector at the moment is electric drive. This can naturally also be seen at the Daimler Buses exhibition stand at Busworld. Mercedes-Benz is taking the fast lane with its fully electric city bus. The new eCitaro can now be equipped with up to twelve battery packs, thus extending its range even further. Intermediate charging by pantograph is also possible on request. The dominant topic in the bus sector at the moment is electric drive. This can naturally also be seen at the Daimler Buses exhibition stand at Busworld.
Just as new as the design is the technical concept. This is based on the Mercedes-Benz Sprinter’s chassis, but only as far as the B pillar. The integral framework follows after that. The rear arch is distinguished by an independent wheelbase of 5,100 millimetres. The gross vehicle weight comes to 6.5 tonnes and offers plenty of reserves. The base is an air-sprung heavy-duty rear axle with a 5.5-tonne axle load developed exclusively for the Mercedes-Benz minibuses.

Passengers enter the minibuses through side doors, electrically operated outward-opening doors behind the front axle. The passenger compartment features an impressive bus interior coating. Luggage racks are integrated with lateral air ducts and LED light tracks with separately selectable ambient lighting. Service sets with adjustable air nozzles and LED lighting points are also included in the comprehensive equipment. The aerotrain StartLine seating comes from the Tourismo. Other features include adjustable headrests, integrated grab handles, folding armrests on the aisle side, bag hooks and luggage nets. The seats can be supplied with Softlines and Ladyspiration.

The elaborate heating and air-conditioning systems are remarkable: Circulating hot-water convector systems heat up the passenger compartment, as well as an additional hot-water heating system with auxiliary heating function. A powerful passenger compartment air-conditioning unit with a fresh and circulated air switch and 11-kilowatt output also comes as standard. Drivers enjoy the comfort of the Tempmatic air-conditioning unit and an electric hot-air auxiliary heating system. They also benefit from an electrically operated sunblind on the windscreen.

The turbo-diesel engine with a capacity of 2.15 litres and 120 kilowatts (163 brake horsepower) is an established standard. Alternatively, a V6 turbo-diesel with a capacity of 3.0 litres and 120 kilowatts (150 brake horsepower) is used. In each case the 7G-Tronic PLUS automatic gearbox transmits the power to the rear axle. Numerous assistant systems fulfil the high Mercedes-Benz safety requirement. (190 brake horsepower) is used. In each case the 7G-Tronic PLUS automatic gearbox transmits the power to the rear axle. Numerous assistant systems fulfil the high Mercedes-Benz safety requirement. Besides the ESP®, the side wind assist, the Active Brake Assist, the Hill Start Assist and the HOLD function all standard on board. The DISTRONIC Active Distance Assist helps the driver as an optional extra. On request the Sprinetr Travel is also supplied with LED headlights.

In day-to-day practice, details like the standard keyless start or operating the 7G-Tronic PLUS automatic transmission using central stalks or rocker switches are much appreciated. The variability of the cockpit ranges from the functional standard equipment through to the multifunctional leather seating welt and a high-resolution display in seven-inch or 10.25-inch format in the centre console including Mercedez-Benz User Experience OMNIplus multimedia system. Above the centre console, an additional console for the central elements specific to the bus catches the eye.

Like the Sprinter, the Sprinetr Travel 75 is fully networked. It is equipped, like all minibuses, with the Sprinter’s Connectivity module for the Mercedes PRO fleet management system as standard already. It enables a number of services on a web-based platform.

Sprinetr Travel 75 – that is the new reference among coaches in the minibus segment in terms of technology, comfort and looks.

It is officially also the largest minibus:

An international jury of travel journalists voted the Mercedes-Benz Sprinter City 75 “Minibus of the Year 2019”. Especially highly praised was its spaciousness and technical innovations. With its exclusive heavy-duty rear axle and self-supporting framework structure, the Sprinter City 75 shows that it is technically closely related to the Sprinetr Travel 75 touring minibus.

Typical Sprinetr Travel 75: A wide entrance and a spacious passenger compartment welcome the passengers. Its complete features and fittings, from the seating to the LED rails all the way to the storage at the rear and sides, are of a premium standard.

Dietrich Müller, Managing Director of Mercedes-Benz Minibus GmbH about the new bus generation based on the Sprinter.

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An almost completely normal low-floor bus

Production of the eCitaro

The fully electrically powered eCitaro rolls along the same production lines as any other Citaro. A look behind the scenes.

The eCitaro is driving into the future in a technologically advanced and safe state. The system-relevant range comes to at least 170 kilometres in difficult conditions. One year after its premiere, it can go even further thanks to an enlarged battery pack at a total capacity of 292 kilowatt-hours. For those who have other plans: Mercedes-Benz now also supplies the eCitaro with a pantograph for fast intermediate charges.

The eCitaro is constructed entirely at the Mannheim bus factory. It fits seamlessly into the production and is made on the same lines as the thousandfold-proven Citaro. In terms of the shell construction, only connoisseurs can tell the eCitaro apart from its siblings. Steel profiles are cut to length and chamfered, and metal panels are cut out there. They are put together to make side walls, roof framework and base, ultimately to make the finished supporting bus framework.

In the tank used for cathodic dip coating (CDC) – 16 metres long with 420,000 litres of liquid – the eCitaro is given its essential corrosion protection. In the same building, at an elevated station, components such as the air-conditioning unit and the rear carrier with the cooling unit for the batteries are fitted on the roof. Orange high-voltage cables are introduced, side windows glued in and the floor is installed.

In the main assembly hall, the eCitaro is fitted with compressed-air tanks, ducts for the heating and air conditioning, electrics, cables, as well as the cross channel between the cockpit and passenger compartment. Typical Citaro is the insertion of the cooling unit at the left rear. As a critical station, the electric drive axle is assembled with the electric motors close to the wheel hubs.

Whilst the combustion engine is installed in the normal Citaro, the eCitaro is fitted at the left rear with an assembly comprising four battery packs. The complete interior work then follows. The next significant step concerns fitting the batteries on the roof and putting the high-voltage technology into operation and checking it – for safety’s sake in an area of the assembly line especially set up for this. The eCitaro is also given its striking roof edge elevation.

After more checks, initial tests and the thorough final inspection, every eCitaro is driven both on an internal test circuit and also for around 50 kilometres on public roads, during which it is given a thorough check. After that it goes to the finishing process. Only then it is ready to be handed over to the relevant transport operator. From the beginning of its production with the machining of the square tubes for the bus framework, around six weeks go by.

Mercedes-Benz eCitaro in production:

From the welding work in the shell construction to the addressing of the bodies, the fully electrically powered low-floor bus goes through the assembly and production process. Citaro.

New central charging station at the Mannheim bus factory:

Whether with a plug, pantograph or, in future, charging rails – before delivery, customers’ vehicles are charged and new charging technologies are tested here.

More information online:

www.mercedes-benz-bus.link/eCitaro-prod

55,555th Citaro: city celebrations

A success story goes on: 22 years after its premiere, the Citaro from Mercedes-Benz has reached 55,555 in number. With exceptional quality, high-safety and comprehensive safety features, it is one of the most sold city buses around and paves the way for electromobility in the city. The bus celebrating this milestone is an eCitaro. It is new-going – highly equipped with double glazing, interior seating, Preventive Brake Assist and Sideguard Assist – to Sweden for the company, Bergkvarabuss AB.
The Mercedes-Benz Tourismo is Europe’s biggest-selling coach of its era. The Tourismo’s career is an outstanding success story, since Mercedes-Benz has repeatedly updated its recipe for success and optimised it according to its customers.

The Tourismo’s career started in 1994 under the designation O 350 Tourismo. It was the first coach with the three-pointed star to have a name. The two-axle vehicle started largely prefabricated with just one length of twelve metres and complete fixtures and fittings. In autumn 2006, its successor, the O 405 Tourismo, was delivered after more than 12,000 Tourismo, its successor, was delivered. To put it precisely there were four stars, because now the Tourismo came as a high-decker in 12.1- and 14.0-metre lengths as well as a 13-metre version as a two-and-three-axle model. The Mercedes-Benz Tourismo family was completed in 2013 with the Tourismo RH and the Tourismo K in 2014.

All good things come in threes: after more than 26,000 units, the third generation of the Tourismo has been running on Europe’s roads since autumn 2017. The specifications for the high-decker were, like two decades before, ambitious: maximum economy, benchmark in safety, functionality and comfort. The result is a coach whose properties impress operators, passengers and drivers in equal measure.

The Tourismo is a genuine Mercedes-Benz: its safety assistance systems, such as Active Brake Assist 4, Adaptive Cruise Control with stop-and-go, Dabgard Assist and Attention Assist, make it the safest coach in its class. The safety systems are also extremely impressive in terms of cost-effectiveness. The Tourismo is based on the inline six-cylinder engines in five power levels from 260 kilowatts (354 brake horsepower) to 335 kilowatts (456 brake horsepower), the manual gearbox or automatic transmission produced in house, now also with an optional automatic torque converter, Predictive Power Control and Eco Driver Feedback.

With four versions in three lengths from 12.3 to 14 metres, the Mercedes-Benz coach is available as the Tourismo, Tourismo M/2, Tourismo M/3 and Tourismo L in all major high-deck formats. All models can be supplied with left- or right-hand drive. The Tourismo’s wide variety of equipment – from extremely purposeful to particularly comfortable – covers all application areas. This also becomes clear from the driver’s workplace, where there is a choice between the functional Basic Plus and the exclusive Comfort Plus cockpits.

The Mercedes-Benz Tourismo is a safe investment for any company. Whether used for short- and long-distance travel, excursions, long-distance schedule services, shuttle services or even intensive routes, the Tourismo is always a good fit.
Mercedes-Benz exhibition appearance

Star shines at Busworld

Mercedes-Benz enables the eCitaro to be integrated with the transport operators’ existing IT structure. The OMNIplus ON portal is already giving companies insights into the fleet’s operating status. For maximum transparency, from rotation planning to depot management, Mercedes-Benz is cooperating with the ITS software provider, IVU Traffic Technologies, which has experience across the industry.

Mercedes-Benz eCitaro

It sets standards for electric city buses – the battery-powered electric eCitaro combines the platform of the bestselling Citaro with high-tech components for its propulsion and air conditioning. At the Busworld exhibition, Mercedes-Benz presents the three-door bus, now with twelve high-voltage battery modules. Their total capacity is 292 kilowatt-hours, which increases the range even more. Passengers benefit from the super-silent propulsion. They can charge their appliances at USB sockets. The interior, with a floor covering in Graffiti black, seat upholstery in “Smoke” and blue ceiling handrails, is perfectly coordinated. Be it ESP®, WNR pitch and roll control, Preventive Brake Assist or Sideguard Assist – the eCitaro is a safety bus too.

Mercedes-Benz Tourismo

It is the economic miracle among coaches: the two-axle high-decker is a case for cost-minded calculations, who also pay attention to safety and comfort – see exhibit at Busworld. The Mercedes-Benz OM 470 engine with 265 kilowatts (360 brake horsepower), the six-speed manual gearbox and Eco Driver Feedback take care of cost-effectiveness. As does the Basic Plus cockpit, rounded off with multifunctional leather steering wheel, Sideguard Assist, Active Brake Assist and Attention Assist. Lift and pivoting double seat at the double door, wheelchair space and four folding seats, handrails, destination display – that makes for a customised intercity bus. Integral mirror, double glazing, tour guide seat – this is a bus for excursions. The passengers can make themselves comfortable – TravelStarEco seats with Softline upholstery, curtains, luggage racks and service sets with air nozzles, a refrigerator for refreshments, a corridor for pleasant travel. The drive system is composed of the Mercedes-Benz OM 936 with 220 kilowatt (299 brake horsepower) and the ZF Ecolife automatic transmission with torque converter.

Mercedes-Benz Intouro

It combines city and country: the Intouro intercity bus is a real workhorse. But it can do even more, as the exhibition vehicle demonstrates. Lift and pivoting double seat at the double door, wheelchair space and four folding seats, handrails, destination display – that makes for a customised intercity bus. Integral mirror, double glazing, tour guide seat – this is a bus for excursions. The passengers can make themselves comfortable – TravelStarEco seats with adjustable backrests, curtains, luggage racks and service sets with air nozzles, a refrigerator for refreshments, a corridor for pleasant travel. The drive system is composed of the Mercedes-Benz OM 936 with 220 kilowatt (299 brake horsepower) and the ZF Ecolife automatic transmission with torque converter.

Mercedes-Benz Sprinter Travel 75

The Sprinter Travel 75, with its design, exclusive technology with heavy-duty rear axle and its comfort, sets the standards for minibuses at show level. From excursions to travel with small groups, it covers almost everything. See trade show exhibit: fitted on the friendly, bright floor in the "Gaya Wood Yellowstone" decor is the comfortable TravelStarXtra seating with 18 passenger seats in Luxline upholstery. The seat and backrest covers are kept in anthracite and black-brown, curtains and carpets in contrasting lemon. An on-board toilet, kitchen, coach media router and 230-volt sockets on the seats are additional comfort elements.
What do customers say about OMNIplus Uptime?

Are you already familiar with the new, predictive OMNIplus Uptime service? This continuously checks all the bus’s key technical systems and warns of problems in good time.

"We were twice able to avoid a roadside breakdown due to error messages."
Bernd Glas, Ludwig Arzt Omnibusverkehr e.K. (Germany)*

"I enjoy it very much when I don’t have to outline the error pattern to my service centre again."
Mandy Enders, Enders Reisen GmbH & Co. KG (Germany)*

"I am already using OMNIplus Uptimes and already very looking forward to ON Monitor. We can then finally locate our vehicles using GPS and make our route planning more efficient. Even the driver’s cards no longer need reading out on site, which saves us a lot of time that we can make good use of elsewhere."
Alex Gmangross, Gmangross Busreisen (Austria)

"For a fleet like ours, where more than 3,000 vehicles are in operation, it is essential for us to have a fault monitoring system and recommended actions for each vehicle."
"The bigger the company and the fleet becomes, the more important it is for ALSA to be able to make decisions in a more agile and efficient way."
J. Victor de la Barri, ALSA GRUPO, S.L.U. (Spain)*

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"I already use OMNIplus Uptimes for different services. With OMNIplus Uptime it is now possible to see the actual error messages."
Alois Gerngross, Gerngross Busreisen (Austria)

Big data for your bus

Every bus operator benefits from the data generated by its bus at different switching points. Customers can now access this data securely and reliably in real time from the Internet. A new interface makes it possible.

Digitisation also plays an important part in the automotive sector when it comes to developing future technologies and improved services. Bundling the digital services on the OMNIplus ON online platform has created an integrated basis for digital innovations. Now Daimler Buses is going a step further. With an extended data interface, not only can the vehicles be connected to the OMNIplus ON portal but also without any direct cable connection.

The data interface will be bookable from the OMNIplus ON portal in the Omnibus Center area from the first quarter of 2020 for a monthly user fee. The technical prerequisite for this is the Bus Data Centre, which has been fitted as standard in all Mercedes-Benz and Setra coaches and the fully electric Mercedes-Benz eCitaro since 2018.

The volume of data is freely scalable in both directions, meaning it can be expanded as much as required in future – and also remotely, without any direct cable connection.

To start with there will be three products, which will be able to be individually booked for each vehicle: the first one is an enhanced remote interface according to the FMS standard (Fleet Management System) with around 230 data parameters, which can also be read out in real time. An enhanced data package can provide many more data parameters and is ideally suitable for integrating ITCS and other third-party systems for controlling operations in real time. And last but not least, a diagnostics data package will be offered that can be used to analyse vehicles, which was previously only possible with the diagnostics computer connected by a cable. The diagnostics data can be directly integrated in customers’ own garage systems. Big data thus optimises the service for your bus.

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Service in a new dimension

3D-printed spare parts in series production

Spare parts in the bus sector are as varied as the vehicles themselves. OMNIfly uses the most advanced technologies to produce them quickly and economically.

The ultimate aim of OMNIfly is to enable the smooth operation of the bus fleet. That is why, for years now, the service for your Mercedes-Benz and Setra has included the largest bus-specific service network in Europe, genuine bus professionals in the workshop, a reliable 24/7 OMNItouch, fast availability of parts, calculable service contract packages and driver training courses. However, nothing runs any more these days without bits and bytes when it comes to reliably keeping the bus fleet on the road.

With OMNIfly ON we have already created a digital customer platform for you, which takes care of the different needs of fleet managers, workshop foremen, drivers and buyers. Now we are going a step further and creating an open, virtual data interface. In a new Daimler data cloud, which satisfies the highest security requirements, it will be possible to save the data for one’s own operations control systems. We will gradually offer you new digital services for this purpose, which will expand your options for running cost-effective operations tremendously.

Yet we are also pushing promising innovations in all previous service areas in order to give your company even better support. You will see that at Busworld, for example, by the hardware element of our service operation, the original parts by using 3D printing, selected spare parts will be available to you even faster and more cost-effectively in future, in the usual high quality.

We would also like to show the extraordinary dynamism of our OMNIfly service brand to the outside world. You will therefore experience OMNIfly in a new visual appearance at Busworld. Even if the technology level and look are developing, the competence and reliability remain the same.

Discover the opportunities with OMNIfly at Busworld. We look forward to seeing you.

Michael Klein
Director of Customer Service & Parts Daimler Buses

In the OMNIfly ON online portal, all digital services that are important for operators, schedule drivers, drivers and garage employees are clearly pooled together. Just in time for Busworld, more new services are going online.

OMNIfly ON advance ensures the maximum availability and connectivity of bus companies’ vehicles

In the OMNIfly ON advance service area, the OMNIfly Uptime service ensures the reliable operation of the fleet at all times. The latter, together with the service calculator, generates maximum real-time transparency about the fleet’s technical state, thus leading to increased vehicle availability. In this project, the data sent from the bus to a secure Daimler server is continuously analyzed and interpreted. If a need for repair, a service or an acute technical fault is indicated, a notification is automatically sent to the bus company and the service centre at the OMNIfly 24/365. In this way, actual needed action and garage services can be organized more efficiently.

OMNIfly ON monitor ensures perfect fleet management using modern telematics

OMNIfly ON monitor is seen as a virtual control centre for the scheduler. Whether it be simple functions like locating a vehicle or planning routes for single trips, managing the driver’s time or setting up specific routine checks for each vehicle, everything comes together in the digital operations monitoring system. New, innovative services such as geofencing, the eco or safety score driving style analyses or fuel consumption monitoring add to these basic services. For the new, purely electric Mercedes-Benz eCitaro, consumption, battery status and range are displayed as standard and a minimum data set is automatically generated.

OMNIfly ON commerce provides a digital shopping experience for spare parts with the OMNIfly eShop

In the OMNIfly ON eShop, customers can order their spare parts online around the clock simply by clicking a button. It offers access to the complete portfolio of parts and shows their availability in the service partner. If a unit is even faster if ordered in the OMNIfly ON portal, the matching spare parts for the vehicle are shown in the Quick Collect area. The services can be optimally used from any mobile device. OMNIfly ON drive integrates highly-developed remote monitoring functions, such as displaying lifting levels, air pressure or temperature in the portals new Driver Dashboard. From mid-2020, other comprehensive online remote control functions will be released. The operational planning data emerges equally clearly here as information for the driver. The driver area is completed with easy and clear online access to all vehicle operating instructions as well as a digital damage documentation system.

OMNIfly ON drive helps the driver every day and provides remote control functions for the bus

The OMNIfly ON drive service area is the hub for all matters surrounding the driver. The service can be optimally used with imobile devices. OMNIfly ON drive integrates highly-developed remote monitoring functions, such as displaying lifting levels, air pressure or temperature in the portals new Driver Dashboard. From mid-2020, other comprehensive online remote control functions will be released. The operational planning data emerges equally clearly here as information for the driver. The driver area is completed with easy and clear online access to all vehicle operating instructions as well as a digital damage documentation system.

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A nyone wanting to treat their new buses to something chic and practical, and certainly something individual, the Design Centre is just the right place for them. The design specialists give advice across both the Mercedes-Benz and Setra brands – also at the Busworld exhibition. Bus customers can now find here inboks, leather materials and upholstery and put together the individual equipment for their new bus under expert guidance at the configurator. Two experts use the 3D configurator to combine the components in the passenger compartment – with taste and a feel for colours and materials. For the first time, 3D models of the main prototype can be transferred to 3D to provide a particularly realistic representation. Another design sees to the exterior design and presents individual solutions on the spot. To match the bus, the company and the use.

This year another subject comes under the spotlight: the staff from the Design Centre also provide information about the new UN ECE-R118.02/03 fire-protection regulation. It applies to newly registered buses from August 2020. Optimised fire tests make materials also provide information about the new UN ECE-R118.02/03 fire-protection regulation. It applies to newly registered buses from August 2020. Optimised fire tests make materials

Mr Oberwörder, why should bus companies visit the Daimler Buses stand at the Busworld trade show?

With our brands of Mercedes-Benz, Setra and OMNIplus we are presentning a unique all-round programme at the trade show. It shows that we have the right buses and mobility solutions for every purpose to suit our customers. From the fully electric eCitaro city bus to the Setra double-decker. The new Mercedes-Benz Sprinter Travel 75 deserves particular attention – the minibus demonstrates genuine engineering prowess never seen before in this category. An intelligent and networked range of services such as OMNIplus ON – and advice services tailored to our customers, for example e-Mobility Consulting – ideally complement our products. Visiting the stand is certainly worthwhile therefore.

Looking at electromobility – where is this going from here?

By introducing the eCitaro and starting with serial production of the electric bus, last year we presented our timetable for developing the technology further with regard to emission-free driving in urban traffic. This is unchanged: the next battery generations are just as close to being launched as the eCitaro G articulated bus. The eCitaro with a fuel cell as a range extender is also under development. Because we think technologically when it comes to electromobility, we are helping our customers to convert to electric bus fleets.

Whether it is more stringent exhaust regulations and CO₂ specifications or social movements like “Fridays for Future”, the automotive industry has to face critical discussions. How is Daimler Buses dealing with this?

Buses are not only environmentally friendly, but at the same time make mobility possible for a lot of people. That means that we at Daimler Buses develop vehicles that enable many people to be mobile with comparatively low fuel consumption. We equip these vehicles with eco-friendly drive systems and help the public sector to switch to these technologies – by means of planning security and advice. Our overriding aim is to make the bus even more attractive and safer as a particularly sustainable means of transport.

Passenger transport in cities is changing. New services range from the e-scooter to various sharing programmes. Are classic bus systems becoming superfluous?

The trend is towards networking mobility services in the urban area – always with the aim of making mobility in the city safer, more efficient and more sustainable. The bus has a key role in this scenario, especially as new opportunities are emerging for public transport; for example through sustainable mobility concepts like Bus Rapid Transport (BRT), where buses drive on separate bus lanes. I am convinced that by networking different modes of transport, the attractiveness of public transport will also increase overall.

Another current trend is digitisation. How is Daimler Buses positioned here?

Digitisation and networking result in ways of aligning bus mobility to individual applications more efficiently. We are therefore helping our customers on the way to the future of passenger transport with intelligent solutions and services. With OMNIplus ON, for example, we are pushing digitisation forward and thereby expanding our range of services. Unscheduled visits to the garage will be the exception in future because, for example, OMNIplus Uptime reports wear in good time. The garage can use automatic notifications from the bus to prepare perfectly for pending work. All in all the results in more safety and comfort for drivers and passengers and more profitability for our customers.

What role does digitisation play when it comes to electromobility?

With intelligent management systems for operational plans and battery charging, the eCitaro can be deployed ideally according to the local circumstances and the corresponding operational purposes. A transport company can thereby maximise operational times, optimise charging times and minimise costs. For that reason too I invite bus companies to visit us at Busworld. We look forward to seeing you.
Welcome to Busworld Europe!

With Mercedes-Benz and Setra, two of the leading bus brands in Europe, with OMNIplus, the leading service brand for buses – that is Daimler Buses at the Busworld trade show. Eight exhibition vehicles cover the whole spectrum of bus transport. From scheduled urban services through to long-distance coach travel. From the minibus to the double-decker. New digital services further increase the operational readiness and cost-effectiveness of your bus fleet. Knowledgeable experts answer questions about e-mobility. Design specialists give advice about interiors and exteriors.

The appearance of Daimler Buses is a special kind of trade show experience that you should not miss. From 18 to 23 October in Brussels at Busworld in Hall 5.

We look forward to seeing you!

Any questions? We have the answers! As usual, the Daimler Buses exhibition team looks forward to your visit at the Busworld trade show also at its new location in the Belgian capital, Brussels. The experts from Mercedes-Benz, Setra, OMNIplus and Financial Services will be happy to inform you at the stand – about buses and their equipment and technology, questions about financing as well as new services that accompany bus companies, drivers and their buses for a whole vehicle lifetime. And for anyone interested in a bus with some experience of life or wants to trade one in, the Busstore experts are also there for you.

Visit the Busworld trade show online
Are you not coming to Brussels for Busworld but want to take part online? We are happy to help you: at mercedes-benz-bus.com and setra-bus.com we will give you a tour of our exhibition stand and all the exhibits in film form from 21 October 2019.